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No. 22,163 號參拾陸百壹仟式萬式第 日伍廿月陸年巳己 HONG KONG, WEDNESDAY, JULY 31, 1929. 參拜禮 日壹卅月柒年九廿百九仟壹英 PRICE: $3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after APRIL 8th, 1929, until further Notice (all previous Time Tables cancelled.)

UP TRAINS

STATIONS	No. 2 A.M.	No. 6 A.M.	No. 10 A.M.	No. 8 A.M.	No. 12 A.M.	No. 14 P.M.	No. 16 P.M.	No. 32 P.M.	No. 18 P.M.	No. 24 P.M.	No. 26 P.M.	No. 28 P.M.
			*					*				
Kowloon..Dep.	6.40	8.05	8.30	9.15	10.00	12.10	1.15	2.31	3.20	4.30	5.40	7.55
Yaumati.Dep.	6.49	—	—	9.25	10.08	12.18	1.23	—	—	4.38	5.48	7.43
Shatin ...Dep.	7.01	—	—	9.38	10.20	12.30	1.35	—	—	4.50	6.00	7.55
Taipo ...Dep.	7.15	—	—	9 53	10.33	12.43	1.48	—	—	5.04	6.13	8.08
Taipo Market.Dep.	7.20	—	—	9.58	10.37	12.47	1.52	—	—	5.08	6.17	8.12
Fanling ..Dep.	7.30	—	—	10.10	10.47	12.57	2.02	—	—	5.18	6.27	8.22
Sheung-shui ..Dep.	7.35	—	Suns. & Hols. only 9.07	10.15	10.52	1.02	2.07	3.09	—	5.23	6.32	8.26
Shum-chun ...Arr.	7.41	8.45	9.13	10.21	10.58	1.08	2.13	3.15	4.00	5.29	6.38	8.32
Canton ...Arr.	—	12.05	—	5.48	—	—	—	—	7.18	—	—	—

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 3 A.M.	No. 7 A.M.	No. 5 A.M.	No. 15 A.M.	No. 17 P.M.	No. 19 P.M.	No. 21 P.M.	No. 11 P.M.	No. 23 P.M.
									*	
Canton ...Dep.	—	—	—	8.10	—	—	—	—	3.25	—
Shumchun ...Dep.	7.17	9.03	10.34	11.27	11.47	2.53	4.39	5.47	6.42	7.07
Sheungshui ..Dep.	7.25	9.11	10.42	—	11.55	3.01	4.46	5.54	—	7.14
Fanling ...Dep.	7.30	9.15	10.47	—	12.00	3.06	4.50	5.58	—	—
Taipo Market.Dep.	7.40	9.26	10.57	—	12.11	3.17	5.00	6.08	—	—
Taipo ...Dep.	7.44	9.31	11.01	—	12.16	3.22	5.04	6.13	—	—
Shatin ...Dep.	7.57	9.44	11.14	—	12.30	3.36	5.17	6.26	—	—
Yaumati ...Dep.	8.11	9.58	11.26	—	12.42	3.48	5.29	6.38	—	—
Kowloon ...Arr.	8.17	9.02	11.32	12.07	12.48	3 54	5.35	6.44	7.22	7.49

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BY ROCKET TO THE MOON!

AN EIGHT-DAY RETURN JAUNT.

RUSSIAN PROFESSOR'S STARTLING ASSERTION.

ROUTE "CAREFULLY" CHARTED AND "TRIP" PREPARED.

Moscow, July 18.—A trip to the moon, ladies and gentlemen! The rocket isn't quite ready. The fuel, too, is still to be found. But the route is already carefully charted, to the fraction of a mile, and the time schedule is on hand. Your correspondent has seen it and discussed the trip in great detail with the fellow who drew it up.

Professor Vladimir Petrovitch Vetchinkin, aviation engineer, mathematician, astronomer, meteorologist (to mention only a few of his callings and hobbies) has it all figured out.

Four days—97 hours, to be precise—to get to the moon and about the same time to get back. Just a comfortable little vacation jaunt, with a few days left over for the wife and "kids."

A Longer Journey.

The journey to Mars, Vladimir Petrovitch admits, is rather more of a job. Indeed, he wouldn't recommend it to anyone but ladies and gentlemen of leisure. The very best time-table he can offer, unfortunately, calls for considerably more than three years' absence from home.

Getting to Mars, you see, is only a matter of eight months and some days. It's getting back that makes trouble. Both the earth and Mars, inconsiderately, move in orbits and not in the same direction either. By the time you reach Mars, the two planets will have travelled away from one another quite a bit and it will take you at least three years to find Mother Earth again. It's all well enough about visiting Mars but a fellow wants to get back to tell his neighbours about it. So there you are.

The professor smiles through his thick graying beard as he spreads the charts and calculations for your correspondent's enlightenment on the cluttered desk at the Astronomical Institute here. Of course his figures are purely theoretical, he says; merely a "mathematical amusement." Some people take to drink, others to chess, he explains; as for himself, he's addicted to interplanetary time-schedules.

Terrific Speed.

Before such trips are a practical possibility, Prof. Vetchinkin points out, it will be necessary to attain a speed of eleven kilometres a second, which is nearly 4,000 kilometres an hour. Moreover, the best fuels now available are still so heavy that a supply enough for a trip to the moon and back would be quite a load. To carry it, a machine must be capable of hauling anywhere from fifty to three hundred times its own weight, and to-day the most that an airplane can carry is three times its own weight.

So it's all idle theory. He has merely figured out that given the necessary machinery and the necessary fuel to obtain the required speed—from eleven kilometres at the start, tapering down to eight kilometres thereafter, per *second*—the moon and certain other heavenly bodies could be reached in such-and-such a time. The professor smiles good-naturedly and we smile with him.

But we do not permit his smile to fool us. It is really only protective coloration against the irony and incredulity of laymen. Under it is earnestness and warmth. Prof. Vetchinkin has spent years of his life plotting his interplanetary charts because he is convinced that they will come true.

In Five Years' Time?

"It's only a matter of a few years, five at most I should say," he declares, "when flying from 50 to 100 kilometres above the earth's surface will be an everyday affair. You will probably be doing it yourself. After that, a few hundred kilometres more, and you have passed from the earth's envelope of air altogether, passed into limitless outer space. And then . . . who knows?"

He looks at the eager faces of several young astronomers who are listening in on the interview and finds encouragement in their professional credulity.

"I may not live to see it," he adds, "but these young men, and you yourself, probably will. . . ."

The elaborate calculations mean approximately nothing to your correspondent. If he understood them he would probably be an engineer instead of a newspaperman way off in Moscow. But even in his ignorance he is thrilled by the detail in which that journey to Luna, to Mars, to Venus, is outlined.

Touching the Imagination.

"The theoretic and mathematical basis for such a flight is right here, perfectly worked out," the Professor says. "As soon as the machine and the fuel are perfected, these figures will save years of work. Maybe the energy of radium holds a solution? Maybe a solution will be found in the internal energy of the atom, which is now being investigated by science. All that is required is motive power in a small package, to eliminate the impossible weights that would now be necessary."

There is something in the dream of interplanetary flights that touches the Russian imagination. It was a Russian, Prof. Tsialkovsky, who first advanced the project, scientifically elaborated, of "A Rocket in Cosmic Space," back in 1903—he is still alive and still dreaming his dream. Since then there have been a dozen serious-minded men working on the idea in Russia.

Several years ago a group of young men, mostly students, organized a "Society for Interplanetary Communications" in Moscow. They even arranged a "museum" of the literature and projects on this fascinating subject. They were a very optimistic group of young men, because—as Prof. Vetchinkin points out—they had never stopped to calculate their suggestions in terms of cold mathematics.

They did not realize, for instance, that the journey to Mars would require air, food and water to the amount of six tons for every man on the rocket! Plus the necessary fuel, it would require a rocket capable of carrying anywhere from 500 to 3,000 times its own weight!

That Society is dead. But young men still are fascinated and optimistic. The young astronomers sitting in on the interview glowed with enthusiasm.

One of them, a serious young man a little awkward in his movements, stumbled as he led us to the door. Still, a man may have difficulty in reaching the door and yet have no difficulty in reaching the moon.

Diary of Coming Events.

To-day.
(July 31.)

H.K. Football Association Council meeting, French Bank Building, 5.30 p.m.

Water Polo:—Kowloon "B" *v.* V.R.C. "B," V.R.C., 5.30 p.m.

Queen's Theatre: "New Year's Eve."

World Theatre: "The Circus."

Star Theatre: "13 Washington Square."

Dinner Dances: H.K. Hotel, Peninsula, and Repulse Bay Hotels, 6.30 p.m.

Tides:—High: 4.22 a.m. and 6.03 p.m.; Low: 12.02 a.m. and 10.32 p.m.

Thursday.
(August 1.)

Lammas Day.

M.C.L. Ladies' Whist Drive, Lane, Crawford's restaurant, 3.30 p.m.

Queen's Theatre: "Our Dancing Daughters."

World Theatre: "Steamboat Bill Jr."

Star Theatre: "Tracked by the Police."

Dinner Dances: H.K. Hotel, Peninsula, and Repulse Bay Hotels, 6.30 p.m.

Tides:—High: 5.17 a.m. and 7.33 p.m.; Low: 1.18 p.m. and 11.26 p.m.

European Mails:—Inward: Europe *viâ* Suez (Kashmir).

Friday.
(August 2.)

Christian Fellowship meeting, Helena May Institute, 10.30 a.m.

V.R.C. Night Fête, 9.15 p.m.

Billiards League:—K.O.S.B. *v.* Police Reserves, Royal Artillery *v.* Buffalo Club, Somersets *v.* Police, C. & P.O. Club *v.* Craigengower, Royal Engineers *v.* St. Patrick's.

H.K. Football Association extraordinary general meeting, French Bank Building, 5.30 p.m.

Queen's Theatre: "Our Dancing Daughters."

World Theatre: "Steamboat Bill Jr."

Star Theatre: "Tracked by the Police.

Dinner Dances: H.K. Hotel, Peninsula, and Repulse Bay Hotels, 6.30 p.m.

Tides:—High: 6.14 a.m. and 8.46 p.m.; Low: 2.09 p.m.

Saturday.
(August 3.)

King Haakon VII. of Norway Born 1872.

Golf: Happy Valley Summer Meeting, Championship and Capt.'s Cup.

Lawn Bowls:—Division I.: Craigengower *v.* Kowloon Docks, Kowloon Bowling Green *v.* Kowloon C.C., Recreio *v.* Police, Taikoo *v.* Civil Service. Division II.: Yacht Club *v.* Taikoo, Kowloon C.C. *v.* Craigengower, Civil Service *v.* Recreio, H.K. Electric *v.* Kowloon Bowling Green.

Tennis:—"C" Division: South China *v.* H.K.C.C.

Kowloon Football Club concert, 9 p.m.

Queen's Theatre: "Dancing Daughters."

World Theatre: "Steamboat Bill Jr."

Star Theatre: "Tracked by the Police."

Tea Dances: H.K. Hotel and Peninsula Hotel, 4.30 p.m.

Dinner Dances: H.K. Hotel and Repulse Bay Hotel, 6.30 p.m.

Tides:—High: 7.10 a.m. and 9.44 p.m.; Low: 12.25 a.m. and 2.54 p.m.

European Mails:—Outward: Europe *viâ* Marseilles (Khyber), 10.30 a.m.

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"Light your stick of incense at the break of every day"

Start the day well, with good spirits and good health. The early glass of HORLICK'S MALTED MILK will give you vigour and energy for the day.

HORLICK'S is invaluable for young mothers—its combination of partially digested foods makes it easy of assimilation and prevents morning sickness.

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IN 4 SIZES
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LONGER WHEEL BASE
CHROMIUM PLATED RADIATORS
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GREATER BEAUTY
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MOTOR NOTES

WILLYS KNIGHT
CARS & TRUCKS.

SHOWROOM / SERVICE STATION } "DURO" MOTOR CO., LTD. NATHAN ROAD, KOWLOON.

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TAXIS IN CALCUTTA.

ERSKINE'S TO THE FORE.

Should you "call a taxi" in Calcutta, the chances are that it would be an Erskine Six that would answer your summons. Furthermore, you will probably be riding in an Erskine Six operated by Radha Kishna Jaidka, the largest of taxi operators in the entire country of India.

Why Jaidka uses Erskine Sixes is an interesting story. Before any make of automobile can be sold in any number for taxi use in India, the government requires that the cars shall have proved their reliability and safety by tests of one year's duration. Two Erskine Sixes were tested for one year, and at the end of the time government officials pronounced them in exceptionally good condition and gave permission for them to be sold for taxi service.

Radha Kishna Jaidka familiarized himself at once with the Erskine Six performance records, and in January 1929 placed an order for 70 Erskine Six Touring Cars.

Additional Orders.

Jaidka was so pleased with the performance of the first 70 Erskines that he placed an additional order for 50, which were shipped from the factory, June 9, bringing the total to 120 cars. He now states that within a short time he will replace all other makes of cars he has in operation with Erskines.

The Great India Motor Works, Ltd., Studebaker-Erskine distributors in Calcutta, made the sale. Of particular significance is the fact that the cars were paid for in cash.

With all the leading makes of automobiles in the world competing, the annual International Automobile Tournament was held in Weisbaden, Germany, May 8-12. The handiwork of practically every coach builder of note on the Continent, and eleven leading American automobile manufacturers was represented among the 400 entrants at the famous watering place.

A Noted Gain.

Studebaker gained the distinction of being the only make of car to receive an award for each model entered in the "Schonheitskonkurrenz," or beauty parade, held on the second day of the tourney. Eight Studebaker cars were awarded prizes following the promenade in review before the resort's noted "Kurhaus."

The Studebaker President Eight State Brougham entry received a gold medal when it was adjudged the most beautiful car in its class. Other Studebaker models awarded prizes were a President Eight Limousine, President Eight State Roadster, Commander Eight Convertible Cabriolet, Commander Eight Brougham, Commander Eight Victoria, Director Royal Sedan and Erskine Six Cabriolet.

The Weisbaden Automobile Tournament is organized and conducted each year by the Automobil Club von Deutschland and the Allgemeiner Automobil Club, leading motor organizations of Germany.

Two Studebaker President Eights were the only American entries to finish the British Double Twelve Endurance Run recently held at Brooklands track. Famous cars from many countries participated, including England, France, Italy, Germany, Austria, and America. Studebaker won first place in Class B, averaging 71.66 miles per hour for 24 hours.

The Sweepstakes.

In the sweepstakes The President was beaten only by two Alfa Romeos and a Bentley—two high high priced makes of cars selling for approximately $2,500 more than The President. The stamina of the Studebakers is emphasized by the fact that five Alfa Romeos and five Bentleys started, but only two of each finished, while both of The Presidents that were entered completed the event.

The Presidents were stock chassis equipped with English built bodies.

(Continued on next Column.)

WILLYS-KNIGHT 70-B.

PERFORMANCE IS FACTOR IN ITS WIDE ACCLAIM.

REMARKABLE PERFORMANCE.

Outstanding engine performance combined with graceful new lines of body design have been among the leading factors that have made the Willys-Knight "70-B" one of the most popular Knight engined models ever built by the Willys-Overland Company, the largest builders of cars in the world employing the sleeve valve engine.

Another important factor that has played an important part in bringing about such a wide public acceptance of this car is the new low price range in which it is offered, the Willys-Knight "70-B" being designated as the largest and most powerful Knight engined six ever introduced in its present price class.

The acclaim that has met this car since its introduction has not been centered in any one section of the country, but has been widespread. The ability of the six cylinder sleeve valve engine to deliver a smooth even flow of power regardless of the terrain or grade, has made it an unusually popular car in every section, according to the sales statistics reports from the nationwide Willys-Overland dealer organization.

The Sleeve Valve.

It is an established fact that the simplicity of the Knight sleeve valve engine results in a high degree of efficiency and in unusual freedom from the repair troubles that usually beset cars employing other types of motors.

Among the various mechanical advancements incorporated in the construction of the new Willys-Knight "70-B," one of the most popular with buyers, appears to be the "Finger-Tip" Control, which enables the driver by means of one button in the center of the steering wheel, to control the starter, lights and horn without changing the driving position. This feature is a distinct safety factor since the driver may keep his foot on the brake when starting his engine on a hill without danger of rolling.

The winning President was driven by A. Holridge, service manager for Studebaker (England), Ltd., and G. A. W. Laird, field service representative. It covered 1,711.17 miles during the 24 hours of the run.

The race was an endurance event for stock models, held on May 10-11. It was run in two "sections" of 12 hours each, the cars being placed under lock and key overnight by speedway officials. The Brooklands track is nominally an oval, but in order to make the "Double Twelve" more of a test of stamina a cut-off was used that created almost a 90 degree angle at the point it joined the regular course. This cut the speed to 50 miles per hour at that turn and naturally affected the average speed throughout the race.

Cars were grouped in classes by engine capacity and had to carry ballast according to these ratings. Fifty-two machines faced the starter, and 16 of these dropped out the first day due to engine troubles. Only 23 finished the strenuous 24-hour endurance run.

The trophy won by The President for first place in Class B is a massive silver plaque with the figure of a woman hurling a javelin. It is being displayed in the London showrooms of Studebaker (England), Ltd.

The Double Twelve Endurance Run created considerable interest and among the spectators were H.R.H. the Prince of Wales and Prince George. The excellent performance of the two Studebakers in capturing first place in their class and fourth place in the sweepstakes has done a great deal to bring Studebaker performance and stamina to the fore in England.

HUDSON MOTOR COMPANY.

PRESIDENT'S ROMANTIC RISE.

The rise of William J. McAneeny to the presidency of the Hudson Motor Car Company, second largest independent in the automotive field, forms one of the major industrial romances of America, and one that newspapers throughout the United States have seized upon to inspire the youth of their country.

Mr. McAneeny was born in adversity rather than with a silver spoon in his mouth. In his youth and even in his earliest boyhood days he worked to earn his own support. Then came years as a soldier in the Spanish-American war, as a salesman, as a storekeeper and then purchasing agent for relatively small concerns, he plunged into the automotive business when the horseless carriage was still more or less of a joke.

Then, with a small group of associates, whose names—Jackson, Chapin, Coffin—are now synonymous with the progress of motor cars—he fought the early battles, overcame the heartbreaking difficulties, and, by sheer aggressiveness, carried the struggling company, Hudson, to the top.

To-day, a veteran in a hard industry, he is as alert, as aggressive and as keen a fighter as he was when he first cast his lot with a business that was rightfully regarded as a dangerous gamble.

30 Years Ago.

Some 30 years ago, after the new chief executive had been demobilized from the army, he applied for a position as store-keeper and purchasing agent with the Riker Motor Vehicle Company. The value he set on his services was $14 per week. The president of the company, wishing to stress the importance of the position, informed the would-be purchasing agent that unless he was worth $15 a week he would not be worth anything. McAneeny got the job; he was worth the extra dollar: he was soon raised to the then handsome sum of $25 a week.

Even to-day, although the possessor of three large homes and the owner of numerous works of art, the Hudson president still retains the sense of values instilled into him by that one incident of 30 years ago, when $1 made the difference. Thus it is that he insists on the greatest possible value being built into the products of the company.

In Mr. McAneeny's two decades with Hudson, he "has served successively as purchasing agent, factory manager, a director of the company, its secretary and its first vice-president and treasurer. For many years he has been one of the directive group which determined and executed all Hudson business polices.

Mr. McAneeny's connection with the automobile business ties up closely with his service in the Spanish-American war. He had entered active duty as a private in the 47th regiment, New York National Guard and had been appointed company clerk. When the company was mustered out the captain asked McAneeny what job he had in sight and invited him to seek his assistance if he ever wished to.

His Former Captain.

The invitation did not long stay open, because the first work the young soldier got was not at all to his liking. His former captain now assisted him in obtaining the interview which resulted in his becoming store-keeper and purchasing agent for the Riker Motor Vehical Company of Elizabethport, N. J. There he remained in a new and growing industry from October, 1899, until 1903, when he became purchasing agent of the Electric Vehicle Company of Hartford Conn.

But being convinced that Detroit was the center of the automobile industry, he moved there in 1908 to join the Chalmers-Detroit Motor Company. There he became acquainted with the group of executives who were organizing a new concern—the Hudson Motor Car Company. Mr. McAneeny joined them in October, 1909, as purchasing agent.

Even in its earliest seasons Hudson thrived amazingly through all trials and crisis and Mr. McAneeny's ability and energy won him rapid advances and an ever widening influence in company affairs. He became factory manager, then a director of the company, then its secretary.

One step in Hudson's expansion—and an important one in Mr. McAneeny's career—was the formation in 1918 by Hudson interests of Essex Motors as a separate company to manufacture a companion car to the Hudson. Mr. McAneeny was chosen as its president. In 1922 Essex activities were merged with those of Hudson—Mr. McAneeny becoming a vice-president and treasurer of the parent concern. His advancement to first vice-president and treasurer of Hudson took place in January, 1923.

While Mr. McAneeny's early activities were with the purchasing and manufacturing departments, his interests ranged to every phase of the business. Though not an engineer, he was an able and practical student of design. He knew manufacturing operations in every detail and could call hundreds of Hudson workmen by name.

Even after he became one of the company's leading executives, he personally tested cars on the road. Last summer when the present Hudson and Essex models were being proved, he rode them thousands of miles and made many suggestions for their perfection.

Mr. McAneeny is an enthusiastic golfer. He is a member of the Country Club of Detroit, Bloomfield Hills Country Club, Tam O'Shanter, Detroit Club, Detroit Athletic Club, Grosse Pointe Yacht Club and the Bath and Tennis Club and the Oasis Club at Palm Beach, Fla.

TOURIST TROPHY TRAGEDY.

MOTOR-CYCLIST KILLED IN RECORD RACE.

80 MILES AN HOUR.

Motor-cycling history was made in spite of a tragedy which marred the day's racing at Douglas, and the prophets were confounded when F. G. Hicks, a Birmingham rider, easily won the Junior T.T. race, breaking the speed record for the Isle of Man course.

Hicks, who rode a Velocette, covered the course in 3hrs. 47mins. 23secs., representing an average speed of 69.71 miles an hour, the highest ever recorded in any class.

This record-breaking, however, was overshadowed by the accident which led to the death of C. T. Ashby, a garage proprietor, of Kingston-on-Thames, who, riding a New Imperial, crashed at Ballacraine on the third lap when he was travelling at nearly eighty miles an hour. He was flung over the handle-bars, terribly injured about the head and face, was taken to hospital, and died two hours later without regaining consciousness.

Ashby was married, and won the German Grand Prix last year. He was known as a brilliant motor-cyclist, although he had not been fortunate in Great Britain. "I am going all out to win the Junior," he said before he started. "A little luck and I shall do it."

His wife was in the Isle of Man. She did not see the accident, but as soon as she heard of it she rushed to the hospital, and was with her husband when he died.

W. L. Handley (A.J.S.) was second, A. Bennett (Velocette) third, and C. J. P. Dodson, of Didsbury, Manchester, fourth on a Sunbeam.

It was apparent before the race had been in progress an hour that all records for the Junior race would be smashed, and after the third lap there were endless thrills in the tussle for supremacy between the half-dozen cracks.

Handley crashed down Bray Hill like a madman, only to show his supreme control at Quarter Bridge. Stanley Woods and A. Bennett left the less daring riders standing on the straight stretches, and Charlie Dodson cornered with unerring accuracy.

HELPING TO MAKE HISTORY.

It has been stated that the products of no less than 29 British manufacturers are embodied in Major Segrave's victorious "Golden Arrow." Actually, this does not represent the total number of firms who contributed either in materials or in manufacturing processes to the famous car.

For example, for the operation of boring and broaching two bevelled centres, a special broach was needed of a kind that was only available in one or two works in the whole of Britain. One of them was Commer Cars, Ltd., of Luton, makers of the well-known Commer lorries and coaches; and the work was, therefore, entrusted to them, adding yet another to the long list of famous names of those who took some part, however small, in the construction of this historic car.

NEW WHIPPET 6.

NOTABLE FEATURES IN COMMERCIAL LINE.

A new conception of values in commercial cars is found in the new line of Superior Whippet Six 1-1½ ton units announced by the Willys Overland Company. In outstanding mechanical features, which include four-speed forward transmission, heavy seven-bearing crankshaft, Invarstrut pistons full force feed lubrication, timing chain, big four-wheel brakes, "Finger-Tip Control" and a chassis of exceptional sturdy construction, the new Whippet Six commercial unit is seen as a striking advancement over present day engineering practices employed in other commercial units selling in the Whippet price brackets.

The company's presentation of this new line complete the Whippet commercial car programme for 1929 and provides complete coverage in the low priced commercial field.

Power and Speed.

In the construction of the new commercial units, Willys-Overland engineers perfected the Whippet Six chassis to provide power, speed, reliability lower cost per ton mile and general economical operation throughout, thus assuring the owner of utmost dispatch in the safe delivery of merchandise. Notable among the mechanical features listed is the four-speed forward transmission, which should have a marked appeal to all commercial car and truck operators. The incorporation of this type of transmission in the new Whippet Six commercial chassis provides added pulling ability in the low gears and enables the driver to make a quick getaway with a capacity load.

The "Finger-Tip Control" system, which has proved so highly successful in the company's passenger cars, also is standard equipment in the new commercial chassis. This system, with a button in the centre of the steering wheel, enables the driver to control all the functions of starting the engine, operating the lights and sounding the horn without changing the driving position. It is also recognized as a distinct safety factor since any one or all of the operations are performed without the necessity of the driver removing his foot from the brake pedal or taking his eyes from the roadway ahead.

(Continued on next Column.)

CRIMINAL CARELESSNESS.

A WARNING.

Motorists will probably remember a case in which a car was wrecked by a taut wire stretched across a road by a party of road workmen, who were hauling a fallen tree. In this case no warning was given to the approaching car, and all of the occupants were killed. Reminiscent of this case of carelessness on the part of roadmen is an incident recalled by a writer in *The Light Car and Cycledr*, who offers a warning to fellow motorists.

He was returning home, he says, along a road which had been recently tarred, and when about to pass a motor lorry laden with sand grit, he received a shovelful on the bonnet and windscreen of his car. Fortunately, no great damage was done, but, he points out, had he been four or five feet farther on at the time of the accident, he might have been blinded and a serious accident caused.

Two men with shovels were standing on the lorry and both had a clear view in all directions. Such culpable negligence he declares, should be dealt with very severely by the authorities concerned. He hopes that mention of this unpleasant incident will prevent similar carelessness, which might easily result in a fatal accident.

The heavy seven-bearing crankshaft is an important feature and is admittedly essential for the smoothest possible operation of a six cylinder engine. This crankshaft is drilled for full force feed lubrication, and is an innovation in the construction of commercial chassis selling in the Whippet Six classification.

The design of the radiator, lamps, etc., follows the standard style of the Whippet Six passenger cars. Automatic windshield wiper, rear view mirror, and automatic stop and tail-light are standard equipment.

The six cylinder power plant with a bore of 3½ inches and a stroke of 3½ inches, which has proved so satisfactory in the present line of passenger cars, is employed in the commercial line and develops 50 horse-power at 3,000 r.p.m.

FUEL AND SPEED.

A NOTED PERFORMANCE.

That power and brilliant motor performance can be attained without the sacrifice of fuel economy was demonstrated by a recent economy run held in the State of California, U.S.A., under the sanction and supervision of the American Automobile Association.

Thirty-seven cars piloted by as many women competed a 170-mile run from Los Angeles to Wrightwood Mountain, climbing from almost sea level to an altitude of 6,000 feet. Each car observed the same rules, covered the same course, and ran under the same weather conditions. At the conclusion of the run, the official A.A.A. representatives awarded first place in its class to a Studebaker President Eight, which established the best economy record for eight cylinder cars in its price class with an average of 33.7 ton miles per gallon.

Won Second Place.

When all cars had been checked, however, it was found that the Studebaker President had not only led its class, but had also won second place in the grand sweepstakes competition which included every car in the field, regardless of power or price. The President's performance and economy record was bettered by a Ford sedan, which turned in an average of 35.5 ton miles per gallon.

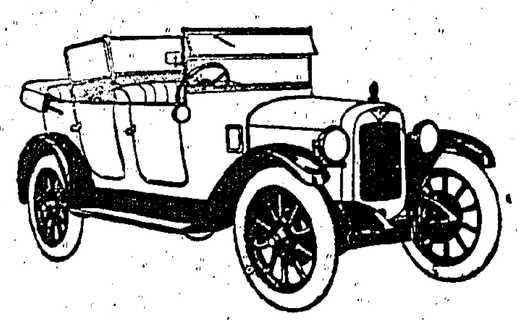
The economy record of the President Eight in this test is considered high tribute to the brilliance of Studebaker's engineering staff and emphasizes the success of Studebaker's policy of "balanced design." The President is a car of great speed and power, these qualities having been demonstrated by its world record of 30,000 miles in 26,326 consecutive minutes. This great feat was performed by a strictly stock President under A.A.A. supervision.

The California economy test showed that Studebaker engineers have been able to carry out in The President's design their determination not to sacrifice any single quality of all-round performance to attain the brilliant speed which has won for The President 11 world records, 23 International records and 115 official American records.

NOW

is the time

to buy your Car.



12 H.P.

Austin CARS

are famous throughout the world for Speed, Comfort, Economy and Reliability.

ALEX. ROSS & CO. (CHINA), LTD.

PRINCE'S BUILDING. KOWLOON GARAGE & SHOWROOM.

TEL. C. 27. TEL. K. 1486.

HUMOUR: ANCIENT AND MODERN.

"What kind of a fellow is Smith?"

"Well, if you ever see one fellow trying to borrow money from another, the fellow shaking his head is Smith."

A young and nervous curate was announcing that the vicar would return on the following Sunday. He did so in the following flowery but rather confusing words:—

"I am happy to announce that your shoving leopard will be with you next Sunday and will occupy the pulpit at both services."

He: "Do you think you could grow to love me?"

She: "I'm afraid not; you see, I've finished growing."

"Aren't you going to marry that pretty girl after all?"

"No; unfortunately, she has an impediment in her speech."

"How sad! What is it?"

She can't say 'yes.'"

Liner Passenger: "What's the matter?"

Steward: "The captain" is seasick."

Passenger: "Nonsense!"

Steward: "Yes, one of the flapper passengers has been teaching him the Charleston."

Helen: "I fear I have made a mistake."

Ruth: "Why?"

"Jack proposed in a taxicab. The minute I accepted he paid the fare and we got out and walked."

"Yes, sir, I always goes to church when you preaches."

"I am glad to hear that, but why when I preach—why not every Sunday?"

"I'm sure of getting a good seat when you preaches, sir!"

A small girl won a doll as a prize, and, when asked what she intended to call it, said: "Sershi."

The child explained that she had got the idea from the song "'I'm going a-milking, sir,' she said."

A certain bishop was considerably upset when he received this note from the vicar of a village in his diocese:—

"My Lord,—I regret to inform you of the death of my wife. Can you possibly send me a substitute for the week-end?"

Central: "Number, please?"

Freshman: "Number? Woman, I put in my nickel and I want my chewing gum?"

A young man who had decided rather late in the season to take up lawn tennis went to buy a racket.

"Certainly, sir," said the salesman.

"What weight?"

"Oh," said the young man, "about twelve stone."

Aunt: "Tell me, Alice, what are you going to do when you grow up to be "a big woman like your Auntie?"

Little Girl: "Try to be thin, I suppose."

"That's my place you see over there—the house and the garage close by."

"Which is the garage, old man?"

"But why, Mrs. Gregson, do you call the house Marine View? All the windows look out on a blank wall."

"Well, you see, my late husband was in the Marines, and when he retired he was very fond of looking out of these windows."

A certain small restaurant was kept by a man who prided himself on his cooking. He was amazed to hear a young salesman criticize a pie one day.

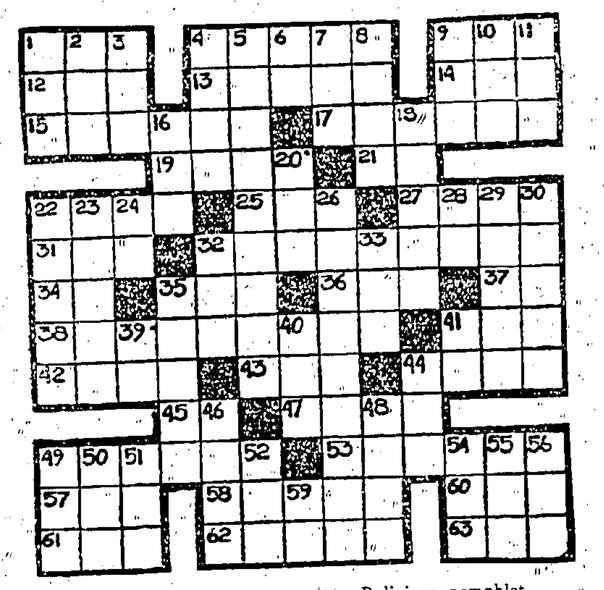
"Pie, young feller? Why, I made pies before you were born.

"O. K. But why sell 'em now?"

Visitor: "Is this a good place for rheumatism?"

Native: "Oh, yes, sir, I got mine here."

CROSSWORD PUZZLE.



Horizontal.

1.—A serpent.
4.—Rogue.
9.—Foot of beast.
12.—Mineral spring.
13.—Frame of canvas.
14.—A dessert.
15.—Method.
17.—Tried out.
19.—Part of eye.
21.—By.
22.—Journey.
25.—To petition.
27.—Mimics.
31.—Deep wheel track.
32.—Associated by law.
34.—Part of "to be."
35.—Companion.
36.—Printing fluid.
37.—Masculine pronoun.
38.—Agreement.
41.—Conducted.
42.—A gait.
43.—Former French coin.
44.—Feminine pronoun.
45.—Toward.
47.—Composition for three.
49.—Precious stone (plural).
53.—Purpose.
57.—In the past.
58.—Father of Jacob's wives.
60.—Fish eggs.
61.—To cut short.
62.—Expressions of accord.
63.—Respect.

Vertical.

1.—Donkey.
2.—Scout.
3.—Dance step.
4.—Prognosticator.
5.—Undergarments.
6.—Like.
7.—Encountered.
8.—Entreaty.
9.—Hole.
10.—Aviator.
11.—Queer.
16.—Gratuity.
18.—Utter.
20.—Prefix: above.
22.—Religious pamphlet.
23.—Unconfirmed report.
24.—Pronoun.
26.—Pleasure-seeker.
28.—Father.
29.—Anesthetic.
30.—Sows.
32.—Vehicle.
33.—Singleton.
35.—Trivial.
39.—Exclamation.
40.—Negative.
41.—French article.
42.—Very warm.
45.—Wide-mouth jar.
48.—Taverns.
49.—Barbara to her friends.
50.—Self.
51.—To steal from.
52.—Man's nickname.
54.—Age.
55.—At once.
56.—Golfer's mound.
59.—To exist.

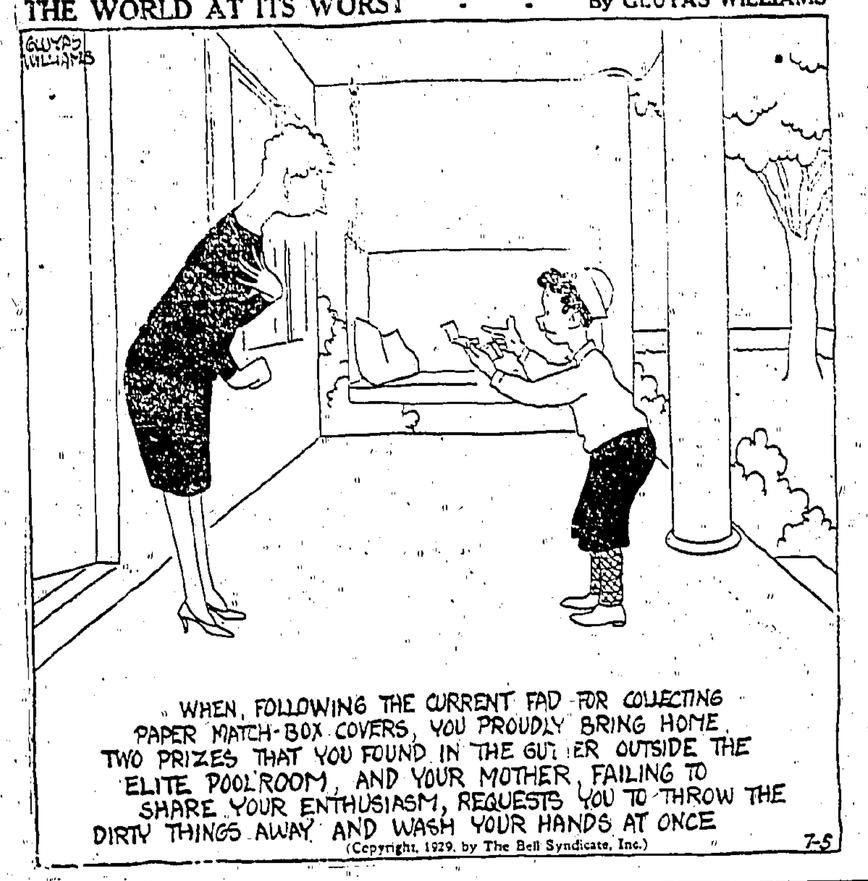
This puzzle took 24 minutes to solve. See how long it will take you to solve it.

YESTERDAY'S SOLUTION.

No. 2414

I	L	L		L	E		A	S		P	O	P
M	Y	O	P	I	A		P	O	M	A	D	E
P	E	R	O	A		S	A	P		A	R	I	A
	A	T		S	T	R	A	P		T	O	
I	T		S	T	E	E	L	E	D		U	R
F	E	S	T	E	R		S	P	A	R	S	E
		H	I	E				T	R	Y		
S	L	E	E	P	S		H	O	N	E	S	T
S	I		S	L	O	G	A	N	S		L	A
		G	O		S	W	A	T	E		S	E
R	U	D	S		A	R	T		E	N	D	S
E	L	I	G	I	T		E	N	R	A	G	E
D	E	N		S	A		D	O		P	E	T

THE WORLD AT ITS WORST - - By GLUYAS WILLIAMS



ROUND THE COURTS.

SOLDIERS SENTENCED.

Privates A. Woodley and L. Seale of the Somerset Light Infantry, who on Saturday last pleaded guilty before Mr. E. W. Hamilton to a charge of larceny of a silver bowl and a silver cup from No. 37 Queen's Road Central, came up for sentence yesterday.

His Worship told the defendants that their action was all the more serious because of the reflection it cast on the white men of the Colony. He sentenced them to three months' imprisonment.

"NEGLIGENT DRIVING."

That there are many kinds of negligent driving and that as solicitor for the defence he was entitled to particulars of the exact negligence alleged was a submission made by Mr. M. K. Lo at Central magistracy, when a case was called in which Mr. Andrew Tse was summoned for negligent driving on the Beach Road at Repulse Bay.

Inspector Nicols stated that the defendant drove into a car driven by Mr. A. S. MacKichan and added that the negligence was that defendant was going rather fast on the wrong side of the road.

The hearing of the case was fixed for Saturday morning.

OPIUM RUNNERS CAUGHT.

Alertness on the part of the Revenue Department led to the arrest of three men who appeared before Mr. E. W. Hamilton yesterday on a charge of possession of illicit opium. One man who had 120 taels of the contraband concealed in the false bottom of a black box was fined $3,000 or in default, twelve months' hard labour.

Fines of $1,200 and $1,300 with the alternative of twelve months' hard labour in both cases were the sentences imposed by the Magistrate on two other Chinese who had possession of 40 and 45 taels of the drug respectively.

It was indicated in the course of these cases that the men were operating on behalf of a big opium syndicate and that they were professional smugglers.

THE SINCERE COMPANY BURGLARY.

Two men and two women were brought before Mr. E. W. Hamilton yesterday in connection with the burglary at Sincere's on Friday last when jewellery to the value of $6,000 was stolen.

The first defendant was charged with the actual burglary, the others being brought up on various counts of receiving.

One the women was defended by Mr. F. H. Loseby, who, described his client as "a charming young lady" and asked his Worship to consider bail, arguing that she had a good deal of property in Hong Kong and that it was a hardship to keep her in custody until the next hearing.

His Worship remanded the defendants for a week, but allowed Mr. Loseby to make his application for bail on Thursday, when it was stated that the Police could acquaint the Bench with more details.

(*Continued on next Column.*)

"WHITE SLAVERY" IN HARBIN.

FORMER CAFE PROPRIETOR AND WOMAN CHARGED.

The arrest of B. Kerner, at Harbin, the former proprietor of the Eldorado Cafe, at Tientsin, has caused a sensation in Harbin circles. He is charged by the Chinese police authorities with dealing in the "White Slave" traffic, together with a woman accomplice, a Russian, named Raufeter, who has also been arrested.

It is stated that Kerner is a well-known figure in the underworld of Tientsin, and had served time in Shanghai for theft.

His methods were to make friends with poor families and induce the most attractive of the daughters to sign an agreement with him to work in a cafe in Shanghai, Tientsin, or Harbin, and they, being of the illiterate class, were unaware of the fate in store for them.

However, one of the mothers of a girl victim of Kerner's followed her daughter to Tientsin, and being unable to trace her went to the police, who had previously received similar complaints against the man.

He and his accomplice are now awaiting trial in a Harbin gaol.

PENINSULA HOTEL CROCKERY.

A Chinese amah was charged before Mr. T. S. Whyte Smith at Kowloon Magistracy yesterday with receiving two cups and saucers, a plate and two ice cream dishes, the property of the Peninsula Hotel Kowloon. Defendant pleaded guilty and said that they had been given to her by a "boy" at the Hotel when she was employed by Mr. E. M. Field, of the Kowloon Hotel.

Mr. E. A. Arregger, sub-manager of the Peninsula Hotel said that about $200 worth of crockery was damaged every month and that it was impossible to say how much was stolen as the major portion of the loss was due to breakage. The employees were required to pay two thirds of the cost of any damage they did and the Company paid the other third.

His Worship imposed a fine of $50 or one months' imprisonment.

A BLACK EYE IN PAYMENT.

Two Chinese were before Mr. Whyte Smith with behaving in a disorderly manner by fighting in Kowloon City Road. It was stated that the quarrel arose over a loan. One man owed the other $30 and had paid $15. When he was asked for the remainder the debtor punched him in the eye.

Both defendants were bound over in a sum of $50 for good behaviour for six months.

HEAVY SENTENCE FOR ATTEMPTED THEFT.

A Chinese woman who was charged with stealing clothing from a shop in Woosung Street told his Worship that she was about to wrap the clothes in a piece of paper but had not actually taken them away.

His Worship: You became a thief immediately you took hold of them.

Defendant said that she had two children in the country and wanted money to go back to them.

Advising her that she must find some other way of raising money, his Worship imposed a sentence of four months' imprisonment.

"NEW YEAR'S EVE."

TIMES AND SEASONS!

[BY OUR FILM CRITIC.]

It has been said that "Art is selection" and while that is not quite true, "selection does play a very important part in any art, painting, music, writing and, not the least, entertainment. Films are, considered from the standpoint of art, "much of a muchness," but a carefully made up programme with due regard to times and seasons, adds greatly to their appeal. The film showing to-day at the Queen's for example which is called "New Year's Eve" and deals principally with the disappointment of a sick child because Santa Claus has forgotten him, would go well at the Christmas season. Christmas is the festival of children, when even the most hard headed business man is a prey to unaccustomed emotions, and the sentimental theme would certainly appeal to the children and to their mothers.

But not in July! With Christmas far away on the horizon we ask for something more mature, something a little newer than the heroine who sacrifices herself to a wealthy ruffian in order to buy toys for her little brother.

"New Year's Eve" is not a badly made film and it has pretty Mary Astor for heroine but it is entirely artificial—Edgar Wallace with a dash of Florence Barclay. Your youngsters will enjoy it, and those of you who have easily touched emotions, but I am afraid it will leave most people cold.

CHAOS IN GERMAN FILM CIRCLES.

DISPUTE OVER PATENT RIGHTS.

Berlin.—Chaos has been created in film circles throughout Germany by the sudden and complete cessation of the exhibition of sound films, by which some of the leading cinema houses have been forced to close their doors, whilst others attempt to show these films as mute films.

This action is the climax of a long and bitter struggle over patent rights between the Western Electric Co. of America and German electric firms.

Both sides have attacked each other with injunctions and counter-injunctions and appeals, till the German firms attained a final injunction against the use of the Western Electric Co.'s apparatus on the ground that it constitutes an infringement of German patents.

The Americans retaliate by refusing to permit the use of German patented apparatus, even going to the length of stopping the exhibition with them of American made films.

Woman, with a withering glance at a man at Marylebone: His wife is in a nursing home and I am not surprised.

THRILLING ACTION, LOVE INTEREST

—and comedy merged into a delightful story of the adventures of a certain $100 note!

From the story by RICHARD CONNELL

PRESENTED BY WILLIAM FOX

New Year's Eve

with MARY ASTOR CHARLES MORTON EARLE FOXE FLORENCE LAKE

DRAMA ON THE FRINGES OF THE UNDERWORLD!

AT THE QUEEN'S FINAL SHOWINGS TO-DAY At 2.30, 5.10, 7.15 & 9.20.

NO CINEMA IN THE EAST SHOWS A WIDER RANGE OF PICTURES THAN THE QUEEN'S THEATRE.

The world's greatest comedian in his funniest film!

CHARLIE CHAPLIN IN THE CIRCUS

A PICTURE TO SEE AGAIN AND AGAIN!

AT THE WORLD FINAL SHOWINGS TO-DAY At 2.30, 5.15, 7.15 & 9.20.

WHAT HAPPENED AT MIDNIGHT!

"An empty house"—so they thought. Yet inside there were five people—strange lights and weird shadows—fear chilled the bones of the deacon!

AN EXCITING MYSTERY STORY!

13 WASHINGTON SQUARE

with JEAN HERSHOLT, ALICE JOYCE.

AT THE STAR FINAL SHOWINGS TO-DAY At 5.30 & 9.20.

WOMAN'S £20,000 GOLD HOARD.

TREASURE TROVE HIDDEN IN A HOUSE.

HISTORIC LETTERS.

Twenty thousand pounds in golden sovereigns, with ten letters written by King Charles II. to Sir George Cartaret, are among the treasure trove discovered by searchers in the house at St. Ouens, Jersey, of the late Mrs. M. A. Hubert.

The letters of King Charles were found in the secret drawer of a desk. Sir George was at that time Governor of Jersey.

Mrs. Hubert, who was somewhat eccentric, was known to have an income of £2,000 a year. She never banked her money, and after her death it was decided to search the house.

Thousands of sovereigns were found heaped up in an old disused cupboard. Further search revealed another great hoard of gold, with a number of bank notes. In order to remove it to a place of safety a small barrel, used for packing potatoes, was requisitioned.

Mrs. Hubert, although more than ninety years of age, would trust nobody with the handling of her cash. She lived with the utmost economy.

King Charles' letters were officially handed over to the Jersey Museum authorities.

Other papers discovered dated back to the year 1320, and will be of great value to historians of the island.

AIR MAIL LINE.

CHANGE IN SCHEDULE BEING CONSIDERED.

The Nanking-bound airplane of the Wu Yung Air Mail Service will leave the Hungjao aerodrome at 7 o'clock every morning, if the proposal submitted by Mr. K. I. Nien Director of the Wu Yung Air Mail Service, is approved by the Ministry of Communications.

In recommending the change of the flying schedule, Mr. Nien explains that the airman cannot stand the sweltering heat during the flight at noon and that the cylinders of the machine may explode owing to overheating.

The proposal is being considered by Mr. Wang Pei Chun, Minister of Communications. Newspaper and ordinary mail will be carried aboard the morning plane, should the scheme materialize.

SERVICE TO READERS.

THE HONG KONG DAILY PRESS, LTD., and the HONG KONG WEEKLY PRESS, through their London Office, at 21, BEDFORD LANE, FLEET STREET, E.C. 4, are prepared to give Subscribers and Visitors advice regarding accommodation available, motoring facilities, suitable shopping centres, etc.

If, when at home, they will call or telephone to the above address, they will receive the utmost assistance and the latest available information on all subjects of enquiry will be placed at their disposal.

JUST FIVE LINES
IN THE SALE AT
MACKINTOSH'S

SOCKS $1.00 PAIR.
WEDNESDAY, JULY 31ST.
TIES $1.50 EACH.
THURSDAY, AUGUST 1ST.
FELT HATS SLIGHTLY SOILED $5.00 HEATH SCOTTS
FRIDAY, AUGUST 2ND.
PYJAMAS $5.00 SUIT.
8 A.M. TO 5 P.M.
K SHOES $9.50 PAIR.

"King George IV" Old Scotch Whisky

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GREAT
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NOW ON.
Be Sure
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THE
WONDERFUL VALUES
OFFERED.
WHITEAWAY, LAIDLAW & CO., LTD.
HONG KONG.

THE GOOD OLD DAYS.

BRUTAL TREATMENT OF A SAILOR.

In the Hong Kong Marine Court, on July 30, 1879, before Mr. H. G. Thomsett, a case was heard giving an insight into conditions under which sailors worked in those days. We quote as follows from the *Hong Kong Daily Press* of July 31, 1879:

CRUELTY IN THE HARBOUR.

John Lambard Randall, second mate on the American ship John A. Briggs, was charged by Peter Rankan, a seaman, with assaulting him on the 29th instant on board the ship while in Victoria Harbour.

Peter Rankan said:—On Monday last I was washing the ship's side and the defendant told me to scrape fore and aft, at the same time calling me a "son of a b——." I replied that I was not a son of a b——. He was then standing on the gangway and he gave me a kick on the head whilst I was in the boat. I tried to hit him back with a scraper, but I missed him.

He then came into the boat and tried to take the scraper away and in the struggle we both fell down. He then took me on deck and put me in irons.

Attached to the irons was a piece of rope, and he hauled me up hands first with the rope round the awning-boom. My toes were the only part of my feet that touched the deck. I managed, however, to rest against the bitts, but the defendant came up and shifted me, so that I could not rest anywhere. This all occurred on the poop. The defendant then swung me to and fro, and afterwards struck me on the hands with a block.

I hallooed, and the captain came up. The captain allowed me to remain where I was. I was in irons about three-quarters of an hour. I was released ten minutes after the captain saw me. This was about four o'clock in the afternoon. When I was released I went to work.

Yesterday morning I asked the chief mate to let me go on shore to see the Consul, which he refused, and the captain told him to put me in irons. He did so and lashed me to the wheel with my hands behind me for about an hour. I was then made fast to the "booby" hatch through two ring-bolts. This was at half-past nine o'clock, and I was not released until half-past two o'clock, during which time I received no food.

When I was released from the irons my hands were swollen on account of the small size of the irons, which were also rusty. I have the marks of the irons and rust upon my wrists now. (Shewed marks.) At half-past two o'clock I went on shore with the captain to the American Consul, to whom I made my complaint, but he didn't say much. The Consul asked the captain if he was going to pay me off, but as I had no money due nothing was done then. The captain told me to go and look for a boarding-master who would take me, but failing to find one I came here. Last night I returned on board my vessel and the chief mate put me in irons, and made me fast to an awning stanchion for three-quarters of an hour, when a police-boat came off with the summons. I was in irons when P.C.32 came on deck. After he left I was taken out of irons. This morning I was going aft to speak to the captain, but the defendant would not let me go.

His Worship to defendant: Have you any questions to ask the witness?

Defendant: In the main, the witness's story is correct, but I did not trice him up so that he could not stand fairly upon his feet. It is all true but that. The man has been very obstinate during the voyage, and ——.

His Worship: I know nothing of his character; that has nothing to do with me now.

Defendant: I never kicked him. I admit having put him in irons and triced him up. I don't admit having swung him.

His Worship told the complainant to call his witnesses if he had any.

Francis Main, a seaman on the John A. Briggs, said: I was in the boat on Monday scrubbing the ship's side. The defendant came to us and called the complainant a "son of a b——" and kicked him on his head. I saw him in irons yesterday. The defendant kicked the complainant on Monday in earnest.

His Worship (to defendant): You see this witness swears that he saw you kick the prosecutor.

Defendant: Well, I only put my foot over the gangway ladder and touched his head to draw his attention.

Witness: The kick was given intentionally.

His Worship told the defendant that he had behaved very cruelly to the complainant. According to the evidence he had kicked the complainant and put him in irons in a cruel way. The man's statement was that he triced him up so that his heels could not touch the deck, and not satisfied with that he shifted his position because he managed to rest himself against the bitts. The defendant then slipped the rope more forward and swung the man to and fro. For what he had done he would be imprisoned for three months with hard labour.

VACATION DAYS.

HOW HONG KONG SCHOLARS SPEND THEIR HOLIDAYS.

[By "OLD BOY."]

"Three cheers for the holidays, hip-hip-hooray!" It is perhaps safe to say that seldom, if ever, are three cheers and a "tiger" accorded more heartily than on breaking-up day in Hong Kong schools. The majority do not close till about the middle of July, but the holiday-feeling gradually eats into most students at this time of the year, and from the day the holidays begin till the re-opening, books are laid away for the greater part of the time, and schoolboys and girls throw themselves wholeheartedly into the joy of the summer vacation!

The majority spend their holidays here in the Colony, but some of the more fortunate ones pay visits to Shanghai, Japan, Canton, or Macao, and only return just a day or so before school starts again. The summer "vac." is indeed a happy chapter of school life. No lessons, no home work, no "prep" for fully one and a half months! It sounds too good to be true, and in some schools the holidays are even longer! Little wonder, then, that the call for "three cheers for the holidays" always meet with such hearty response.

In most schools bathing-picnics and the like usually serve as a wind-up to the term, and masters and boys alike enjoy these immensely. During the holidays many boys spend most of their time at some bathing beach or other. Tennis and other forms of sport come in for their share of attention too, and during the cool of the evenings, cycle excursions are not uncommon occurrences. Years ago some boys took great delight in bird-nesting, but this form of pastime I am glad to say is not at all popular nowadays.

A very common sport with some of the senior lads is to go up the hills after butterflies. This they do in a most thorough manner—each boy's paraphernalia is complete with boxes with different compartments for the various species, and the "needles" for injections, etc.

Very often groups of about seven or eight boys go out camping for a couple of weeks at a stretch. Stanley seems an extremely popular "site," and a glorious time can be spent in this pleasantly remote corner of the island. There the boys can have all the bathing they want and for those who are so inclined, there is lots of fishing. And as for a real country breakfast, what can be better than a glass of fresh milk and a couple of new-laid eggs? Not by any means the least enjoyable part of such a holiday is having to do one's own cooking and washing, and as far as the former is concerned there is always an alternative for people who are not "expert" cooks and that is, tinned food. The country folk out there are very agreeable people too, and can always be relied upon to lend a hand should occasion for doing so arise.

So much for the "amusement" side of the holidays. Although a holiday is a holiday, the books are never left untouched during the whole time the school is closed. Generally an hour or so is devoted every day to the different subjects, and occasionally the boys go out together to "study nature" up in the hills or by the sea-shore, gathering what specimen they can of anything interesting, and these are safely tucked away and taken out again in school, when the masters usually give a "talk" on them.

Photography is also taken up by quite a number, and pictures taken during these holidays serve to remind one of the happy old schooldays in after years. Some schools have their own camera-clubs, and the fullest use is made of the darkrooms provided by these organisations.

The local schools have all broken up for their summer "hols," and to all masters and boys let me extend a wish for a very happy and enjoyable time and to finish off, yes! I *do* wish I was back in school again for only for the months of July-September!

CORRESPONDENCE.

SEAPLANE FLYING CLUB.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—We have good reason to believe that the Seaplane Flying Club for Hong Kong will be formed during the next two or three months, and that actual flying will commence about Christmas this year.

The undersigned has already received applications from a number of people in the Colony who would like to enter their names for the consideration of the Selection Committee, which will shortly be formed. To facilitate our work of compiling lists of applicants we would request those who wish to join to send in their names immediately. It is further requested, that when making reply, they will give the following particulars:—

Name in full,
Nationality,
Age,
Address,
Previous flying experience,
Engineering experience,
Are you a member of the Hong Kong Volunteers?
Are you prepared to give your services in time of emergency?
Do you wish to become a full Flying Member or Associate Member?
Would you consider purchasing your own private aeroplane?
How long are you likely to remain in the Colony?

To assist the general public to consider the question of joining the Club we give the following extracts from the proposed rules:—

Division of Membership.

(a)—FLYING MEMBERS.—Flying members are entitled to all the flying and social privileges of the Club at the normal fees.

(b)—ASSOCIATE MEMBERS.—Associate members are entitled to all the social privileges of the Club and to passenger flights in the Club Machines at the normal fees.

(c)—OFFICERS OF H.M. SERVICES.—Are entitled to the flying and social privileges of the Club at the normal fees but will be charged no entrance fee.

It is fully expected that a number of people will come forward who are prepared to offer their services in time of emergency, and those joining under this plan will receive their instruction and, a certain amount of flying monthly, either free or at a nominal charge.

Subscriptions and Fees.

Entrance fees:—

Flying members	$30
Associate members	20

Monthly subscription $5 per member.

	Per hour.
Flying instruction	$20
Solo flying	10
Passenger flights	20*
Passengers flights	5†

*—With instructor.
†—With another member.

We desire to make it perfectly clear that the above subscriptions and fees are not definitely fixed, but they will serve to indicate the financial side, and under present proposals they should not be far out. Normally a member will require eight hours dual instruction before going solo and, if he proposes to keep his hand in, four hours solo per month. Assuming a member in his first year learns in two months and flies the full four hours per month for ten months, the total cost for the year would be $650, whilst his second and following years would cost $570. It will be appreciated that members volunteering their services for time of emergency will obtain their training and flying at considerably less than the above charges.

In the interests of efficiency, flying members will be divided into 1st, 2nd and 3rd classes, No. 1 Class learning first. Those who enter their names early will naturally be given the first opportunity of learning to fly.

All replies should be addressed Far East Aviation Company, P.O. Box 401, or 1st floor, Asiatic Building, Queen's Road Central, Hong Kong.

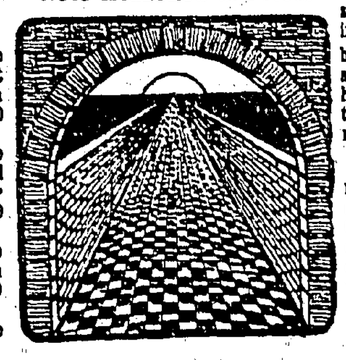
THE FAR EAST AVIATION COMPANY,
R. VAUGHAN FOWLER,
Manager.

Hong Kong, July 30, 1929.

KAIPING HOUSEHOLD COAL

Note Reduction in Prices.

In Lots of not less than ½-ton:—
Delivered to Peak District (above Bowen Road), $23.00 per ton.
Delivered to Bowen Road and Lower Levels, $21.00 per ton.
Delivered to Pokfulum Road, $23.00 per ton.
Delivered to Kowloon, $19.00 per ton.



Orders should be sent in writing not by telephone at least 24 hours before the Coal is required.

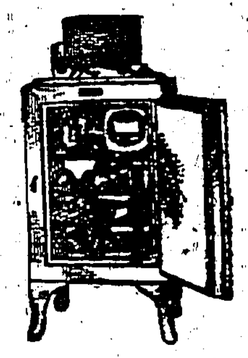
All orders must be accompanied by Cash, Cheque, or Compradore Order payable to "The Kailan Mining Administration."

For Price Apply to
THE KAILAN MINING ADMINISTRATION
DODWELL & CO., LTD., Agents, Hong Kong.

ALL STEEL

THE
GENERAL ELECTRIC
PRESENTS THE FIRST
ALL-STEEL REFRIGERATOR

On Display 1st August.



Come in and See it.

At the Showrooms of
THE HONGKONG ELECTRIC CO., LTD.
THE GENERAL ELECTRIC CO. (OF CHINA), LTD.
AND
ANDERSEN, MEYER & CO., LTD.
Sole Agents.

ALL STEEL

BLIND FORTUNE TELLER HEARS VOICE IN NIGHT.

AND SCALES 15-FOOT WALL

Shanghai:—Apparently something went wrong with the fortunes of "Blindman" Yang, a fortune teller residing at 61 Ho Feng Road, Woosung, and the mystery is still puzzling his neighbors. All of a sudden, the sightless man suddenly left his bed and, after scaling a wall 15 feet high and crossing the roofs of several adjacent buildings, without assistance, alarmed the neighbourhood with the shrieking sound of a police whistle.

Residents of the district, aroused from their sleep, thought it was a fire alarm. Subsequently, the sound was traced to the rear of a wine store where the blind man was standing alone.

Yang's explanation was simple "Somebody called my name and asked me to tell his fortune at his home," he said. "I started on the trip at once. Everything went well until I found my way obstructed here. I therefore blew my whistle to solicit help from you."

Fearing that the weird account of Yang's adventures might not have been what he would have told as a frank, straight-forward fortune-teller, some of the onlookers reported the affair to the police. The blind man was consequently examined at the 7th district headquarters of the Municipal Public Safety Bureau. As there was nothing incriminating against him, he was released.

THE FILM QUESTION.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—In view of the numerous expressions of disapproval which have appeared in the local papers against certain films which the Hong Kong Amusements, Ltd., have thought fit to inflict upon the public, I would respectfully draw attention to the Chairman's remarks to my criticisms that he is no judge of pictures, but of box-office receipts. Now, with such an extraordinary admission, is it not only right that he should devise means to remedy the system adopted by the Managing Director, which permits his own Chinese staff to decide on the quality of pictures to be shown?

Is it not common sense, Sir, that if a staff of Europeans were put in charge of Chinese theatrical productions, or of Chinese films, principally for a Chinese audience, they could not possibly be expected to display the same intelligence as if these selections were left to competent Chinese to decide upon themselves? Why, then, is the selection of films entrusted to the Chinese film staff of the Queen's, when box receipts are principally from a European audience? There can only be one answer, *viz.*, inefficient management and economy.

During Mr. Ray's days the selection of films was practically in his hands, and he had no hesitation in rejecting certain films which he did not consider to be up to Queen's standard; whether these were shown elsewhere or not I do not know, but at any rate they were not exhibited at the Queen's.

I would suggest to the management of the Hong Kong Amusements, Ltd., that competent Europeans be employed in conjunction with the Chinese film staff of the Company to decide in future on the class of pictures to be shown. When these are found unsuitable, then it is up to the Hong Kong Amusements, Ltd., to scrap them, and not insult the intelligence of Hong Kong picture-goers with productions such as I refer to.—Yours, etc.,

C.M.

Hong Kong, July 30.

CANTON RAILWAY COMBINE.

IN PURSUANCE OF NATIONAL POLICY.

BRANCH LINE TO SAMSHUI.

[FROM OUR OWN CORRESPONDENT.]

CANTON, July 30.

The Ministry of Communications at Nanking has given orders that the Canton-Samshui Railway be amalgamated with the Canton-Hankow Railway. This is in accordance with the Government's policy of unifying the Chinese railways. Originally the Canton-Kowloon Railway was also to come under the same administration but for a variety of reasons this has been abandoned, at least for the time being.

The Samshui line will be known as the Canton-Samshui branch of the Canton-Hankow Railway. The head office at Shek Wai Tong will be abolished but the separate departments of traffic, machinery and works will be retained, and the whole staff will be re-organised.

CANTON-KOWLOON TELEPHONE.

The construction of the projected long distance telephone between Canton and Hong Kong is to be started in the near future, the plans having been completed. The line will be 130 miles long extending from Canton to Kowloon. The Canton Municipality is putting up the money, but on the understanding that the line will eventually revert to the Provincial Government. The latter aims at connecting up every commercial centre of the Province by means of long distance telephone lines, and the Canton-Hong Kong line is only the first to be constructed. It is owing to lack of funds in the Provincial Treasury, that the scheme has had to be turned over temporarily to the Canton Municipality. The line will be underground and the best materials will be employed.

THE REFORMED BRIGANDS.

Yuen Ha Kau, the ex-bandit chief of the East River, is returning to Tsang Shing to-day having got what he wanted out of the local authorities. His band has now been made into a regular unit to be known as the Independent Regiment of the 8th Military Route. Yuen has been made colonel and he and his men will be entrusted with the protection of a large district known as Eastern Tsang Po. Their first duty will be to smoke out the bandits in this territory, and to give the people peace!

EN ROUTE TO NANKING.

General Chen Tsai Tong, the Canton military leader, who arrived at Hong Kong on Monday, departed for Shanghai by the s.s. President Jefferson yesterday morning.

DEATH OF MR. H. J. LOVE.

The death occurred last evening, at the Peak Hospital, of Mr. Hector Jack Love, after a short illness, terminating with pneumonia. The funeral will pass the Monument at five o'clock this afternoon, and it is requested that no flowers be sent.

Mr. Love (whose parents are living at Deal) had been resident in the Colony for about four and a half years. He came out from England to take up a position as instructor in the wireless school of the China Navigation Co., Ltd., and on the death in 1926 of Mr. J. D. Moore was promoted to the post of Wireless Superintendent.

The deceased, who was only 29 years of age, went into hospital on July 15 with a poisoned toe. Shortly after admission it became necessary to perform an operation, but subsequently the patient developed pneumonia, and in his weak condition was unable to resist the disease.

TRADING JUNK CAPSIZED.

NO LIVES LOST.

A trading junk, No. 2230, capsized yesterday afternoon in Kowloon Bay owing to a sudden squall. No lives were lost and the junk was towed to North Point by No. 9 Police launch, in charge of Police Sergt. Wood. The junk belongs to Mr. You Lee, and Wang You was the master.

"EXTREMISTS AT WORK?

BEWARE AUGUST 1.

SPECIAL PRECAUTIONS AT CANTON.

[FROM OUR OWN CORRESPONDENT.]

CANTON, July 30.

The approach of August 1 is being regarded with some uneasiness owing to the warnings from Nanking and Shanghai that the extremist faction of the Kuomintang will attempt to stir up trouble that day. The Government, on the other hand, views the situation with confidence but is taking steps to prevent "incidents" of any kind. The police have been augmented, a sharp look out is kept on newcomers, and on hotels and boarding houses generally, several raids having made of late. The bookshops and stalls are also being watched for Communistic and seditious matter, but so far no arrests have been reported.

Nanking's warning was that this extremist section was in league with the Communists and that they were working quietly among the labouring classes against the Government. An order was given that a careful look out be kept in all districts.

WATCHMAN TO PAY COSTS OF DEFENCE.

ALLEGATION OF WRONGFUL DISMISSAL.

Before the Puisne Judge (Mr. Justice Wood) at the Summary Court yesterday, Feroz Khan, a private watchman, sought to recover from Him Fat and Company, Ltd., of 81, Bonham Strand East, wages for nine days and a further sum of $25 representing a month's wages for alleged wrongful dismissal.

Plaintiff was not legally represented, and Mr. F. X. d'Almada, jun., appeared for the defendants.

The case for the plaintiff was that he was engaged as a watchman on a steam launch at anchor off Yaumati. He went on to describe his duties and alleged that he was dismissed by another Indian in the employ of the defendants in order to make room for the latter's friend.

This suggestion was denied by the defence, who stated that the plaintiff was engaged on trial. His duty hours were from 12 noon to 6 p.m., and midnight to 6 a.m. Soon after his engagement the plaintiff was away for his turn of day duty. Dismissal followed on that account and liability was admitted to the extent of nine days' wages.

His Lordship accepted the defendants' story and held that they would not have engaged the plaintiff without placing him on trial. Judgment was entered for the defendant firm with costs, and they were ordered to give credit to the plaintiff for nine days' wages amounting to $7.26.

ENTERIC IN THE COLONY.

FIVE CASES LAST WEEK.

Five new cases of enteric, 1 British and 4 Chinese, were reported last week, one of the cases proving fatal. On Monday there were three more cases, British, Indian and Chinese respectively.

There were four deaths from influenza, but apart from these items the Colony had a clean bill of health for a week as regards notifiable diseases.

THE LOK SUN ROBBED.

WORK OF JUNK FISHERMEN?

Mr. Brayfield of Messrs. Carmichael & Clarke, has reported to the police that a quantity of Manila rope, three wire hawsers, some awnings, a tarpaulin and other ship's material was stolen from the *Lok Sun* during the week-end. The crews of fishing junks cruising in the vicinity of Samun, where the vessel is aground, are suspected.

MOTOR COLLISION CLAIM.

MR. GOURDIN SUES CAPT. RIGGS.

CLAIM AND COUNTER-CLAIM DISMISSED.

Damages arising from a collision between two motor cars on the Castle Peak Road on July 1 formed the subject of an action at the Summary Court yesterday before the Puisne Judge (Mr. Justice Wood). Mr. F. D. Gourdin, of the Bank Line, claimed from Capt. C. B. Riggs, of Holt's Wharf, $330 as damages suffered while plaintiff was driving car No. 2022, and alleged to have been caused by the defendant's negligent driving of car No. 597. Capt. Riggs counter-claimed for $95, being loss of the use of his car and cost of repairs.

Mr. E. S. C. Brooks was for the plaintiff, and Mr. R. A. Wadeson appeared for the defence.

Plaintiff's Story of the Mishap.

Mr. Gourdin stated in evidence that he was driving his car, accompanied by his wife, towards Castle Peak at about 7 p.m. At a section where the road was under repair, witness was proceeding along the smooth half on the right when Capt. Riggs' car came round a bend about 30 feet ahead.

Plaintiff drove on to the rough and applied his brakes. At that moment Capt. Riggs also swerved into the rough and then attempted to regain his proper side. The result was a collision, plaintiff's car being struck "amidships" and Capt. Riggs' car coming to a halt against the bank 15 feet away on his proper side, the smooth roadway.

After the collision, continued witness, it was necessary to push Capt. Riggs' car on to the rough in order to let a lorry pass. The impression plaintiff gained was that Capt. Riggs accepted liability for the accident. Plaintiff estimated his speed at the time of the mishap at 14 m.p.h., while the other, in which were six people, was going at least 20 m.p.h.

Defence Suggestions Denied.

In cross-examination, Mr. Gourdin denied that he swerved on to the rough more or less broadside on. He did not hear Capt. Riggs sound his horn.

Mrs. Gourdin gave corroborative evidence and in cross-examination she declared she heard Captain Riggs say:—"I am afraid I was at fault." His car, she said, was going well over 20 m.p.h.

Capt. Riggs' Version.

Giving evidence, Capt. Riggs said that he first saw Mr. Gourdin's car when he was 60 feet away. He sounded his horn, but did not hear any reply. The next time he saw the car was round the corner 30 feet away, both cars being then on the smooth portion of the road. Seeing there was little chance to avoid a collision if they kept on he applied his brakes, but his wheels skidded and he was compelled to release them. Mr. Gourdin's car continued to run on the wrong side, and swerved on to the left side (on to the rough) too late, with the result that witness's car struck before pulling up in the left hand gutter.

The reason why his car entered the rough, Capt. Riggs said, was to let Mr. Allison's car which was following his pass by. Before the accident he kept to the smooth portion of the road all the time.

His Lorship held that there had been an accident in which no one was to blame. The claim and counter-claim would therefore be dismissed, and each party be ordered to bear their own costs.

TRAGEDY AT TSINGTAO.

DEATH OF AN ARTIST.

In a very tragic way at Tsingtao the artist, P. P. Goost, met his death recently. Having taken his canvas and the necessary accessories, Mr. Goost and his wife proceeded to the beach, where the artist found a favourable spot on one of the many reefs.

His work proved so interesting that he failed to notice the rising sea, and only when surrounded by water and washed off by a wave he commenced to fight his way back to the shore.

But his efforts did not prevail, and his wife, seeing the terrible incident, rushed for help, which arrived a few minutes later only to find a smooth sea surface and no signs of the unfortunate man.

Mr. Goost, who is well known in the East for his excellent work, travelled to Tsingtao to have a month's rest.

CHINESE SEAMEN "AT HOME."

TEA RECEPTION AT UNION HEADQUARTERS.

PORTRAIT OF CHAIRMAN UNVEILED.

The scent of lilies permeating every nook and corner, lamp globes representing yellow moons, the clatter of crockery and the aroma of Chinese tea!

Amid such an atmosphere, it was difficult for the Western mind to appreciate that the tea reception held in the Headquarters of the Chinese Seamen's Associated Union, in Connaught Road Central, yesterday, was a nautical function.

One bowed ceremoniously, tea-cup in hand, to return a greeting offered by a rotund bo'sun. Just as one resumed one's seat, one had to rise again and repeat the performance as a dapper Chinese chief steward, in his shore-going grey *cheung sam* and black *ma kwa*, bobbed his head in smiling greeting.

The First Anniversary.

The reception was held to commemorate the first anniversary of the founding of the Union. Quite a number of Europeans were present, representing the various shipping interests in the Colony. Nobody seemed to mind the fact that none of the speeches were interpreted into English. It was evident that the hosts were as emphatic in extolling the virtues of their visitors, in fluent Cantonese, as they were in praising their Chairman, Mr. Leung Yuen Wo, whose portrait was later unveiled, with great ceremony, by Mr. Yau Lit, the well-known Chinese scholar and *litterateur*.

After copious tea-drinking, the company adjourned to the lecture-room. The Clerk to the Union, Mr. Lo, drew attention to a blackboard on which the programme of the ceremony was inscribed in Chinese characters.

"*Tai Tat*," called the Clerk, referring to the first column.

Everybody rose to their feet and bowed solemnly, three times, to the Chinese flag.

"*Tai Ye*."

At the next call, three bows were given to the emblem of the Union, a white star on a red background surmounted by a blue anchor and bearing the inscription, "Yat Sum"—"One mind."

"*Tai Sam*."

Followed a ceremonious bow to the Chairman and then—

"*Tai Se*"—.

The serious business commenced.

A Benevolent Institution.

By jerking a silken cord, Mr. Yau Lit caused the banner covering the portrait of the Chairman, which was framed in the centre of a large bevelled plate-glass mirror inscribed with gilt Chinese characters, to fall aside.

"Gentlemen," said Mr. Yau, "this afternoon's ceremony is one which should touch deeply the hearts of all present. We all know that the Union is really embodied in the person of its illustrious Chairman so that, in unveiling this portrait of a charming gentleman, it can truly be said that I have laid bare the heart of the Union. As, in him, you see one who is just, benevolent, and painstaking so, in the Union, one finds an institution devoted wholeheartedly to the social, moral, and bodily welfare of its members."

Continuing, Mr. Yau congratulated the Union upon having secured new headquarters and stressed the fact that their motto, "One Mind," should be ever before them if progress was to be maintained.

A Difficult Year.

In reply, the Chairman said he took great pleasure in the thought that the members of the Union had done so much good work during the past year. They were not so much concerned with politics as with the looking after of the social and moral welfare of their members. In that respect, they could very aptly be described as a true benevolent institution.

(*Continued on next Column.*)

THE WATER SUPPLY.

1,002 MILLION GALLONS ON ISLAND.

POSITION COMPARED WITH LAST YEAR.

Additional gains in Island reservoirs during the 24 hours ending at 7 a.m. yesterday, with a rainfall of only .26 of an inch, brought the total storage to 1,002 million gallons. The position is much better than it was on the same date in 1922 when there was a water famine, but the need for conservation of the present supply is still great as we are far below last year's figure.

On July 30 last year the total storage was 1,898 million gallons, and the prolonged drought which followed caused the present difficulties. The rainfall for the twelve months ending June this year (1929) was only 29.12 inches.

Unless there is a lot more rain there can be no relaxation of the present restrictions according to the official view of the situation, nor would the further concessions asked for by certain sections of the public be justified at the present moment. Much of the real hardship has been overcome by the opening of street fountains during a twelve-hour period. The position will be reviewed in September, and the rainfall in the interval will decide whether the present restrictions are to be relaxed or tightened, as the dry months will then be setting in.

Tytam commenced to overflow on Monday night into the Bywash, which was half full in the morning. The comparatively dry spell during the 24 hours ending yesterday morning has postponed the hope of Tytam Tuk receiving the benefit of the overflows for a few days, unless, of course, we get more heavy rain. At time of taking levels, Wongneichong reservoir was a few inches below overflow.

The Tanks.

The transport of water from Kowloon to tanks on the waterfront has now ceased consequent on the re-opening of the street fountains between Queen's Road and the Praya. The tanks, however, will be left as they are for use again if the necessity again rises. It is expected that a quarter million gallons more a day will be consumed through the street fountains instead of from the tanks, but on the other hand there is the saving in transport costs. The total expenditure on the Island will be approximately 4½ million gallons a day under the present arrangements.

Kowloon.

Kowloon's water supply gives no cause for anxiety. The position here is different as there are no rider mains on the mainland. Meter houses and the fountains get the same treatment. At present a full supply is maintained on the mainland, which means that there are no restrictions such as are still found to be necessary on this side of the harbour.

So far as the Chinese seamen were concerned, labour conditions in Hong Kong had been far from favourable during the past year. There had been much unemployment which had been still further increased by the political crisis in Canton and it had been a very hard task for the Union to secure work for all its members.

Yet, despite this unfavourable state of the local labour market, the Union had held together and had made progress. At one time, they were threatened with a financial setback and their passage then, he continued, was indeed a stormy one. There were rocks ahead and adverse winds tended to drive the Union on to them. Members, however, had been most loyal and had combined with officials in meeting the crisis.

In conclusion, he thanked all concerned for the magnificent camera portrait which had been unveiled. He was especially pleased to note the presence of so many Europeans and hoped that they had found the hospitality offered by the Union to their liking.

Several members of the Union delivered speeches more or less at some length, after which the company adjourned to an adjoining room for further refreshments.

LANE, CRAWFORD'S

SUMMER SALE

NOW PROCEEDING

Closing Date:—SATURDAY, August 3rd.

SALE OF

COLUMBIA DANCE RECORDS

DURING AUGUST

$1.00 EACH $1.00 EACH

CASH.

SEND FOR LIST.

The ANDERSON MUSIC Co., Ltd.

DIRECTORY

OF

THE FAR EAST

1929

Classified List of Manufacturers and Merchants in Japan, China, Straits, Etc.

Hong Kong Daily Press Office.

INTIMATIONS.

HONG KONG REALTY & TRUST COMPANY, LIMITED.

AN INTERIM DIVIDEND of Thirty Cents Per Share, in respect of the Year 1929, will be Payable on MONDAY, the 12TH AUGUST, 1929, on which date Dividend Warrants may be obtained on Application at the Company's Office, EXCHANGE BUILDING.

The TRANSFER BOOKS of the Company will be CLOSED From TUESDAY, the 6TH AUGUST, 1929, To SATURDAY, the 10TH AUGUST, 1929 (Both Days inclusive) during which Period No Transfer of Shares can be registered.

By Order of the Board of Directors,
C. F. V. RIBEIRO,
Acting Secretary.
Hong Kong, 30th July, 1929. [8173

PEACE MEMORIAL SCHOLARSHIPS.

CHANGE OF EXAMINATION.

BY virtue of the Powers conferred on them in Article 4 of the Trust Deed, the Trustees of the Peace Memorial Scholarships have made arrangements whereby the examination for these scholarships shall henceforward be the School Certificate Examination of the University of Cambridge The Examination Syndicate of Cambridge University has undertaken to make the recommendations for the award of the scholarships on the result of the school certificate Examination to be held in December, 1930.

The list of examination subjects to be taken by candidates eligible for the scholarship of which THREE will be competed for, in December 1930, is as follows:—

Compulsory.

GROUP I.
Subject 2—English.
" 4—Geography.

GROUP II.
" 5—Latin together with one other language.

GROUP III.
" 12—Elementary Mathematics together with two of the following.
" 14—Chemistry.
" 15—Physics.
" 16—Botany.

Candidates for these Scholarships are required to fill in a SPECIAL APPLICATION FORM in addition to the usual Examination Entry Form.

The necessary forms and any further information with reference to these Scholarships may be obtained from the Local Secretary, Cambridge Examination Syndicate, Public School for Boys, Shanghai.

H. E ARNHOLD,
S. M. EDWARDS
Trustees, Peace Memorial Scholarships.

Council Chamber,
Shanghai, 17th May, 1929. [8098

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WEST POINT.
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PUBLIC AUCTION

ON

WEDNESDAY,
THE 7TH AUGUST, 1929,
AT 3 O'CLOCK P.M.

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[8166

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 6.03 p.m., stated:—

The anticyclone remains to the south of Japan. Pressure is relatively low over China and in the Pacific to the east of Luzon."

According to belated reports from Indo-China the western typhoon entered the coast this morning and is probably filling up to the west of Haiphong.

Local Forecast: — S. winds, moderate, cloudy, occasional rain.

BIRTH.

PRIOR.—On July 29, at the Victoria Hospital, to Mr. and Mrs. J. T. PRIOR, a son. [8175

DEATH.

LOVE.—On July 30, at the Peak Hospital, HECTOR JACK LOVE, Wireless Superintendent, C.N. Co., Ltd. Funeral 5 p.m. today (Wednesday). No flowers, by request. [8180

Editorial and Business Offices: 11, Ice House Street. Tel. Central 12.
Night Editor (Wanchai Office): Tel. Central 4511.
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, JULY 31, 1929.

CROOKS, CABARETS, AND "COPS."

COMPANY meetings in the Colony do not, as a rule, draw much public attention, but the interest shown in last week's meeting of the Hong Kong Amusements, Limited, reveals the important position which the cinematograph holds in the social life of the community. "The pictures," in all parts of the world, are the cheapest, and most accessible form of popular amusement, and nowhere more so than in an isolated town like Hong Kong, where there can be few counter-attractions in the evening or on a wet afternoon. Bearing this in mind, there is no doubt that a painful impression was created by a remark of the Company's Chairman, who is now taking an active part in the management, to the effect that he was no judge of pictures but he was a judge of box-office returns. This observation suggested that the holders of a virtual monopoly of our staple form of indoor amusement cared not at all what they gave the public, provided they themselves received a big return on their money. It made those who are not versed in these matters think that the Hong Kong Amusements, Limited, would be satisfied to turn away half their patrons in sheer *ennui* if the saving on films of first-rate merit, salaries, music and general comfort resulted in a slightly better dividend. It is obvious that the Chairman really meant that while he was not an expert on either the technique of film production or the merit of films from a merely artistic standpoint, he did, as a businessman, understand the administration of a business enterprise and the balancing of outlay and receipts in the manner that is essential in any undertaking, and lack of which has landed so many actor-managers and operatic producers in bankruptcy.

One of the shareholders of the Hong Kong Amusements, Limited, breaking the Hong Kong tradition of silence at question-time, suggested among other things that more money should be spent on getting good pictures. The Directors are probably the best judges as to whether they are in a position to do what their patrons would of course like, and they would be equally delighted to do, if ways and means permitted. But, even apart from the question of outlay, the problem is beset with difficulties, the chief of which is the "block booking" system. To obtain a copy of a big popular success the management of a theatre has to buy with it a number of other films from the same producing company, and has, moreover, to undertake to show the whole "block." Some of these pictures may prove a sound investment, others will just pay their way, while a certain number will probably produce nothing better than a debit balance in the books.

Experience in the management of a cinema will enable a rough estimate to be made of the value of any film, but the curious element of mob psychology enters into all entertainment, and some unforeseen element may upset all calculations. A party of children, or of men, somewhat *exalté*, and out to enjoy themselves, may turn the scale. Time and again the crudest absurdity has been well received because a burst of laughter from some group of irrepressible persons has infected the whole theatre, and once the audience has been put in merry mood the film goes with a swing. The next day, instead of an almost empty theatre, the box-office is besieged by those who want to see the picture which their friends enjoyed. On the other hand, if half a dozen people get up and go out during the shewing of a film, a score of others will follow them in as many minutes. But, as Mr. MANCINI said, the greatest difficulty in the way of good films in Hong Kong is lack of competition. Without rivals there is always the tendency to avoid risks, to be content with a moderate turnover, in the hope that clients will continue to come along as they always have done.

The film world as a whole is permeated with competition. In Hollywood it has run a little mad, and is to no small degree responsible for the inequality of films, those of real merit being supplemented by stuff which certainly is "an insult to one's intelligence," and has been rushed through in the intervals of turning out the big productions. We have, moreover, to remember differences of national temperament. Many American stage plays which have enjoyed stupendous success on Broadway have failed dismally in more sophisticated London. The vast majority of films are made by Americans for Americans, and it remains for the manager of a cinema theatre to decide how they will appeal to his own particular public. No film is sent out into the world entirely untested. After a scene has been taken it is projected on the studio screen, and criticised by the director, actors, and experts of all kinds. It may be retaken, or it may cut out as superfluous. When completed the whole film goes through a similar process of editing and arranging. Next come the trade shows for the wholesale buyers and their advisers, after which further cuts and revisions may be made. Sometimes half the picture may be scrapped, a new beginning may be ordered, or special incidents introduced to suit special markets.

The magnates of Hollywood having done their share, the success or failure of the average as apart from the really good film depends on the management of each individual theatre. The carefully studied judgment of pictures is of paramount importance. While the block booking system remains in operation many pictures have to be shown which a discerning manager would prefer to write off as a bad debt. But this being forbidden his task is to give them the best possible chance. Further "cutting" may be done. Incidentally, a film recently shown here of great merit in parts, "Casanova," would have been improved by a judicious use of scissors, but that does require a judge of pictures. But, above all, programmes must be balanced for the day, the week, the month. There is a "Saturday audience" and a "Sunday audience," which have to be catered for differently. A good short comedy or a variety turn will balance a poor feature film. Three comedies or three tragedies shown consecutively will see a half-empty theatre for the last performances of the series.

The Hong Kong Amusements, Ltd., has a record of which any company of its kind can be proud. It has risen to its present position from small beginnings only seven years ago. Points such as those outlined, and others of a more technical nature, have been carefully considered, and the Queen's Theatre in particular has stood for something which is much appreciated in the Colony—good entertainment in comfortable and pleasant surroundings. But any slackening is soon noticed by a sometimes fickle and always exacting public, not in detailed criticism, but in a vague "the pictures are not as good as they used to be." As a plain matter of fact, the great majority of films are an insult to the intelligence. Why the celluloid drama should be concentrated on criminals, cabaret-shows, and "cops" is only one of the many mysteries connected with the film business. Why drawing-rooms are so frequently depicted as big as the Albert Hall is another,—and the crude absudities of films dealing with incidents at sea are notorious. Yet the fact remains that those exhibitors who have tried the experiment of showing films really worth looking at have failed to make ventures pay. In short, the public does not, as a rule, trouble to exercise its critical faculties; a cinema show fills in an odd couple of hours, and the patron who is disappointed to-day goes again to-morrow, always hopeful—and sometimes rewarded.

News and Views.

The Hong Kong Post Office notifies that, from August 1 and until further notice, the afternoon mail for Macao will be closed at 3.15 p.m.

Col. J. McD. Haskard, General Staff, China Command, left yesterday in the President Grant for a month's holiday in the Philippines returning to Hong Kong on September 1.

The pastor of the Congregational Church at Coventry has a novel plan to fill his church on Sunday nights. He proposes to hold a fifteen-minute service, close the church for a few minutes, and then reopen with a moving picture. The film would deal with travel or tell a story of a moral type.

A torrential fall of "red rain" in Manchuria has almost destroyed the village of Fuyu, not far from Mukden, Chinese newspapers report. Pools of blood-red water formed in the streets, and the Chinese explained the phenomeon by saying that some superhuman huntsman had shot a dragon in the sky.

ADVICE FOR INVESTORS.

READERS are reminded that inquiries relating to the share market are answered on page 9 every Tuesday by "Kufan." Letters should be sent to this office, and must be accompanied by writer's name and address, not for publication. Letters should be addressed to "Kufan," care of the Editor.

A foreigner who has recently travelled in Honan province reports that a number of Chinese women whose feet are deformed by binding are using large shoes to cover them up. The usual tiny shoe is used, and over this a considerably larger one is placed, to give the impression that the feet are not bound. But their walk always gives them away, the traveller states, because bound feet prevent women from walking naturally. In other districts, however, it is reliably reported that the feet of most little girls still are being bound.

Unravelling the Skein.

Commenting in an editorial article on Anglo-Chinese problems, the *Straits Times* says it is, of course, expecting too much to think that the new Government can make any useful decisions as yet upon its policy in China, since it has barely had time to gather the threads of what is a very mixed skein to unravel. The Chinese proposal that the Boxer Indemnity should be devoted to repair of the railways seems a practical suggestion, but it might find opposition on the ground that such a use of the money approaches too closely to connection with the operations of contending factions. Devotion of the funds to some much more universal purpose, such as education, or even to the alleviation of famine distress if proper distribution could be ensured, might well be considered more appropriate. But possibly it will not be thought necessary to make this matter a cause of disagreement since there are much more important points which have still to be solved. The rendition of Weihaiwei is largely a matter of sentimental pride, since there is no question that the area as at present administered is free from many of the points of friction which operate in Shanghai, and inasmuch as our readiness to return it to China has already been noted in principle the matter should be only a question of accommodation.

Mr. A. C. Richardson, of the wireless station staff at Matara, near Colombo, was drowned while sea bathing on July 1. He was with a party of bathers, another of whom got into difficulties but was saved. Mr. Richardson was to have been given a farewell dinner that night, as he was on the eve of his departure for England.

La Marechale Foch has sent to the Prince of Wales a favourite cigarette case of Marshal Foch as a memento of her husband and his friend. It it a Japanese case of chased silver presented to Marshal Foch by the Japanese, and bearing the Marshal's signature. The Prince was much attached to the great French soldier, whom he met during the war and often afterwards in France, and whose funeral he attended.

A dual purpose armoured car has been invented in the United States by Mr. J. Walter Christie. It is claimed that in a test recently the car, using caterpillar propulsion, hurtled across a ploughed field at a speed of 42.55 miles an hour, and then, equipped with ordinary road wheels, travelled on an ordinary highway at a rate of 62.23 miles per hour. The maximum speed of fighting tanks at present used by the United States Army is 18 miles an hour.

"Save-the-Countryside."

A Save the Countryside Exhibition in connection with the Council for the Preservation of Rural England was opened at Richmond recently under the auspices of the Surrey Anti-Litter League and the Richmond Women Citizens' Association. Lady Fletcher, wife of Sir Walter Fletcher, in declaring the exhibition open, said that no one could possibly call himself a lover of England or in any sense a patriot who was not pledged heart and soul to do everything possible to retain the beauty of the country. It was a national responsibility to see that the desecration of the countryside did not go on.

The Dog-Washer.

Keeping a dog is one thing, but cleaning it is another, and many dog-owners in English towns have welcomed with relief the arrival of a card bearing the announcement: "I wash your dog, if you have one." The card is followed by its sender, who proves a capable man willing to undertake the work for an extremely moderate fee. He carries soap and powders with him, and sets about his task in a workmanlike fashion, treating his charges to a good brush-up as a preliminary to the more onerous job of bathing the animal. A coaxing, affectionate manner with dogs stands him in good stead, and he rarely has any trouble in making them docile enough to avoid the splashing usual with the unprofessional or unwilling washer. An addition to this man's income is made possible by the sale of dusting powders, brushes, &c. He often gets an order to come again; securing in most cases a regular contract, weekly or monthly, to keep the dogs clean, or he will board the animal during the holiday season.

"Dining Place for the Fashion."

The New York Central Park Casino, by its own admission, "a dining place for the fashionable and the fastidious," came into court recently as an aftermath of a clash with a patron who refused to pay "twenty dollars for a two dollar bottle of mineral water." The diner, Murray Newmark Jr., testified that in his opinion, $20 was too much for a bottle of carbonated water, whether served at the Casino or even at a Buckingham Palace levee. According to Newmark, he went to the Casino with five friends for dinner and at eleven o'clock he paid the dinner check of $36. One of the girls of the party wanted a bottle of "white rock" and when the party departed some time later Newmark was given an additional check for twenty dollars. He refused to pay and policemen were called immediately. An arrest followed. In court, waiters representing the *Casino ridiculed* the idea that the twenty dollar charge was for the water, but claimed that after eleven o'clock there was a cover charge of three dollars per person, therefore the itemized bill would read: Cover charge six persons $18, Mineral water $2, Total $20. The Justice of the Court ruled that the Casino must sue if they wished to collect the money. Representatives of the exclusive dining place said that an example should be made of the diner who ordered and refused to pay. The diner likewise thought that an example should be made of the establishment which attempted to charge $20 for a $2 bottle of mineral water. A day or two after the incident Newmark said that he intended to take the matter to court himself for settlement.

Girl Guides' Good Work.

Prompt action was taken by a Dublin troop of Girl Guides, who were camping in the Isle of Man, at a fire in a lodging-house at Douglas. The girls discovered the fire when they were passing the house. They commandeered a ladder from a neighbouring stable and passed buckets of water to one of their number on the top of the ladder. By the time the fire-brigade arrived the fire was well in hand, and though one room was burnt out the girls' action saved the rest of the building. A crowd of visitors cheered the Guides' action.

French Espionage in Germany.

The unwelcome activities of the French Sûreté in Germany were thrown into relief recently at Cologne during the trial of five Germans at Karlsruhe. They were all charged with espionage, and in the course of the proceedings it was stated that all the accused had been working under the direction of two French officials, one of these being a senior member of the French espionage organisation in occupied territory and the other a member of the Sûreté. The accused were found guilty of procuring persons to give information about the Reichswehr and other military matters, and were sentenced to terms of imprisonment varying from four months to five years. They were brought to book by the action of a young Reichswehr soldier who was one of their intended victims.

Sweepstakes Tickets from Banks.

The Midland Bank has issued an instruction to all its branches that in future tickets in the Stock Exchange mutual Subscription Fund and the Calcutta and other sweepstakes, will not be applied for on behalf of customers. An official at Lloyds Bank said to a reporter. "We have always taken the view that the bank is the servant of the public, and it is our business to grant our customers any facilities that we can, and to carry out their instructions, so long as they are in accordance with the law of the land. We do not express any opinion upon the morality of sweepstakes, for we take the view that it is not within the province of a bank to be censors of public morality. Some years ago Lloyds Bank took over a private banking firm with branches in India which obtained tickets in the Calcutta sweep for customers who applied for them, and we have continued the practice."

Looking Back 25 Years.

Saturday (July 31) being the first working day of the new tram system, it is perhaps unnecessary to dwell on the blemishes that were to be noticed. I hope that as the novelty wears off the Chinese conductors will learn to abstain from their unnecessary shrieks and yells, and that they will resign themselves to a tender parting with the cluster of Celestial acquaintances whose company on the footboards seemed to them necessary. The noise was distracting, and until it shows signs of abatement I shall be tempted to stick to the jump-bumpy ricksha. My coolie on Saurday night almost turned green when he saw the occasional flashes from the joint section of the overhead wires. He plainly regarded the whole thing as "devil-pidgin," and gave the line as wide a berth as he could.—*Hong Kong Daily Press*, Aug. 1, 1904.

Looking Back 50 Years.

The annual general meeting of the Victoria Recreation Club was held in the Gymnasium yesterday afternoon. Mr. T. Jackson, chairman of the club, presided, and there was a large attendence of members. The Chairman said:—"Gentlemen, we have the pleasure of meeting you again to make a short statement of affairs of the Recreation Club. We regret the meeting is held a little later than usual. However, circumstances arose to make it so. You are all aware the financial year closed on May 31. On that day, the position of the Club was as follows: At credit on fixed deposit, $1,035; in current account $484.48; total, $1,519.48. There were no liabilities on that date. At the same time last year there was on fixed deposit $2,100, and in current account $148, making $2,248. Extraordinary repairs necessitated by the typhoon of the 8th October have absorbed $690. We may take it for granted that the financial position of the Club is pretty much the same as it was last year. The bath-house is in very good repair at present, and did not at all suffer from the recent blow, a fact we may congratulate ourselves upon, as we all looked forward at the time to having to spend more money. A complete list of the members of the Club will be printed and circulated. It is a very useful thing to have. It will be arranged alphabetically, and the Hon. Secretary will see at a glance who are members and be able to pounce upon gentlemen who use the bath-house and inadvertently omit to put down their names and pay their dollars."—*Hong Kong Daily Press*, July 31, 1879.

WASHINGTON MOST OPTIMISTIC.

SINO-RUSSIAN SETTLEMENT EXPECTED

PEACE IN THE AIR.

["D.P." Special Service.]

WASHINGTON, July 30.

With reports coming in of the quietening down of conditions along the Manchurian border, Government officials here view the general Sino-Russian situation with very great satisfaction.

However, there is no official confirmation from Nanking of the report that Dr. C. C. Wu has been instructed to accept the American offer of mediation, and efforts are being made to ascertain the authenticity of such statements.

Retaliatory Eggs!

NEW YORK, July 30.

Residents of New York's Chinatown (a considerable area at the lower end of Manhattan Island), tired of repeated Communist demonstrations against China's expulsion of Russians, emerged from their shops and houses and gave battle in Pell Street (in the heart of the district, and one of the main thoroughfares).

The atmosphere was filled with angry cries, sliced watermelon—and eggs!

Subsequently, arrests were made in Chatham Square.—*United Press.*

League's Aid Wanted?

[THROUGH REUTER'S AGENCY.]

NANKING, July 30.

It is semi-officially announced that the National Government has decided to settle the Sino-Russian dispute through peaceful measures.

It is learned, semi-officially, that Russia has refused to negotiate with China, who is therefore submitting the issue to the League.

A telegram to the League in this connection is at present being drafted.

A Neutral Zone.

Meanwhile, a 25-mile neutral zone has been mutually established at Manchuli by the Chinese and Soviet troops.

Instructions have also been issued to the Chinese forces along the border not to permit any White Russian irregulars to use Chinese territory as a base for operations against the Soviet.

More Peace Rumours.

BERLIN, July 29.

Although the Soviet Embassy denies that negotiations with China are pending here, it is stated in political circles that private pourparlers are being conducted, with good chance of success, by a well-known journalist who is *persona grata* with the Chinese and the Russians by virtue of long residence in both countries.

MOSCOW, July 29.

The Tass Agency, in denying the reported Sino-Soviet negotiations, says General Chang Hsueh Liang's representative in Berlin attempted to meet M. Krestinsky, but his overtures were rejected.

CHU SHAO YANG'S MISSION.

(*Wah Tze Tat Pao.*)

SHANGHAI, July 30.

The Ministry for Foreign Affairs has received telegraphic advices that Chu Shao Yang, the Chinese Minister to Russia, will leave Peping on Tuesday for Harbin, with Sun Fo, to discuss the Sino-Russian rupture. Mr. Chu will afterwards proceed to Moscow to further the negotiations with the Soviet Government.

NEGOTIATIONS AT CHANGCHUN?

[NAN CHUNG KUO NEWS SERVICE.]

MUKDEN, July 30.

It is said that the sudden easiness of the Sino-Russian situation is the outcome of informal negotiations between Chang Tso Hsiang, the Tupan of Kirin, and the Russian Consul at Changchun. These negotiations are believed to have reached the suggestion that the Russian and Chinese armies should strictly keep to their garrison quarters, pending the conclusion of a general settlement.

YEN HSI SHAN TURNS DOWN AN OFFER.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, July 30.

The Vice-Minister of War, Lu Chung Lin, the Vice-Minister for Foreign Affairs, Mr. Y. L. Tong, and the Minister of Health, Mr. Hsueh Tuh Pi, left for Nanking last night to resume their duties.

The Ta Chung News Agency, from Nanking, states that General Yen Hsi Shan has definitely decided not to accept the appointment of High Commissioner for North-Western Defence.

TO END INDIAN STRIFE.

THE AGA KHAN'S NEW SCHEME.

GHANDHI'S COMMENT.

[THROUGH REUTER'S AGENCY.]

BOMBAY, July 29.

A scheme having as its object the ending of communal disturbances in India, has been outlined to the Committee which is enquiring into the serious disturbances in February last.

The plan was unfolded by Mahomed Ali. He said it was proposed to divide India into separate Hindu and Moslem spheres, and one of its essentials was the conversion of about 70,000,000 of the depressed classes into the Hindu or Moslem communities equally.

Mahomed Ali said that the plan originated with H. H. Aga Khan, whose followers at Ahmedabad and elsewhere were already acting thereon, and converting men, women and children.

Ali said that he had discussed the subject with Ghandhi, who said: "It is doing a religous thing in an irreligious way."

LIKE "CHARLEY'S AUNT."

"ST. LOUIS ROBIN'S" GREAT FLIGHT.

["D.P." Special Service.]

ST. LOUIS, July 30.

It is reported that the "endurance" 'plane the "St. Louis Robin" is still aloft, and going strong. The 'plane has already put up an amazing long-stop record flight of over 400 hours, beating the previous record by 154 hours.—*United Press.*

COTTON TRADE DISPUTE.

OPERATIVES TAKE THINGS CHEERFULLY.

[THROUGH REUTER'S AGENCY.]

LONDON, July 29.

Only one per cent. of the members of the Master Cotton Spinners' Federation have "broken away," and the Federation is considering action regarding the matter.

The streets in the cotton towns have a holiday appearance. The operatives very cheerfully reported to their Trade Union headquarters and complacently accepted the situation.

Trouble Spreading.

LONDON, July 30.

An extension of the cotton stoppage is threatened in consequence of the posting of notices by the Cotton Waste Spinners Manufacturers' Association, to expire on Monday next.

The Association seeks a reduction of wages similar to that in the main spinning and weaving sections of the industry. They will meet representatives of workers in their branch to-morrow, to discuss the demand.

"COMMUNIST DAY."

GERMAN "INVASION" CHECKED.

[THROUGH REUTER'S AGENCY.]

LONDON, July 29.

The German "invasion" of Belgium, namely, a march across the frontier by 600 German Communists "to demonstrate," has been forestalled as the result of wireless appeals to neighbouring Belgian police.

This is one of the incidents described by Reuter's European correspondents in connection with the plans for "Communist's Day" on August 1.

Anti-Communist action is also reported in Holland, Poland, Bulgaria and France.

PROMINENT CHINESE KIDNAPPED.

DARING DAYLIGHT RAID.

Shanghai, July 28.—A daring daylight kidnapping affair was carried out just off Avenue Edward VII. when Chinese gangsters carried off Mr. Wei Ding Yong, member of the French Provisory Commission (French Municipal Council), widely-known and prominent resident of the French Concession and Captain of the Chinese Volunteer Company, French Volunteers.

The car was driven into the Chinese city

CROPS THREATENED IN CANADA.

DROUGHT AND INTENSE HEAT WAVE.

FOREST FIRE LOSSES.

[REUTER'S AMERICAN SERVICE.]

OTTAWA, July 30.

The persistence of the drought and intense heat, reaching 100 degrees in some places, has resulted in an abnormal number of deaths by drowning, and has also prejudiced crop prospects.

Forest fires, too, are responsible for heavy losses in most provinces. An enlarged and efficient air patrol has up to now minimised the outbreaks, but serious apprehensions are expressed officially.

Prostrations In New York.

NEW YORK, July 30.

The death roll due to the heat wave here is daily piling up in all the large cities. The mercury is at 93 degrees in New York, and a simoon-like wind is raking the baking streets of the metropolis, spreading cases of prostration.

NEW COLUMBUS THEORY.

VISITED AMERICA BEFORE HE DISCOVERED IT!

AS SAILOR ON DANISH SHIP.

[United Press.]

Paris, July 9.—Christopher Columbus visited America several years before he "discovered" it, Luis Ulloa maintains in his work based upon new and original researches, now being prepared for publication here.

In fact, Columbus was only one of a large number of others who visited and revisited the Americas. Columbus went as a sailor on board a Danish vessel which came down the American coast, touched Haiti and then turned back. While there he thought he understood the natives calling the land "Cipangu" and leaped to the conclusion that he had come to the land of Cipangu and Cathay described by Marco Polo.

The navigator then came back and got off at the Canary Islands, making his way as rapidly as he could, to the nearest court, for he was anxious to get hold of a monarch to finance a "voyage of discovery."

Dubious Feat?

Ferdinand Castille proved difficult to convince and also his wife, Isabelle of Aragon. But the woman yielded to the words of her confessor, the priest to whom Columbus had told, under the seal of the confessional, the truth. King and Queen gave Columbus what he asked for and he went ahead but in the agreement between them the language reads in such a way as to indicate that the sovereigns were aware that Columbus was not making the voyage for the first time.

From facts brought to the surface by Mr. Ulloa and other historians, the achievement of C. Columbus as a discoverer becomes increasingly dubious.

The Norse sagas speak quite plainly of voyages to America, during the eleventh century. Among these, especially worth citing is that of Thorfina and his wife, Gudrida, Gudrida, becoming a widow, made a pilgrimage to Rome where she related what she had seen. The result of her recital was that during the latter part of the eleventh century, many missionary ventures to North America were started and conducted with energy throughout the twelfth and thirteenth centuries. Few people know that the Pope was in constant communication with North America almost two hundred years before Columbus was born.

Higher Civilization.

Several years before the year 1,400 the Venitian, Antonio Zeno, in the service of the Norman, Sinclair, lord of Orcades and descendant of a comrade of William the Conqueror, went at first alone and later with Sinclair himself to the American coast. Sinclair and Zeno both knew of the countries in the Southern Americas, fabulous lands where gold existed in abundance, and where arose rich cities and magnificent temples of a civilization higher than the contemporary European.

America was also known to the French. A text of Philippe de Mezieres dated 1400 speaks of America familiarly. French fisherman of Brittainy, Normandy and the Basque country spoke frequently of the secret of the new land. The Prtuguese also knew, and their logs reveal records of voyages to the new country.

Columbus came during the latter part of the fifteenth century, when political and economic conditions had severed the slender contacts that existed with America. He knew what was known of America by the Portuguese, the Italians and the Scandinavians. And knowing it, he went straightway to Denmark to seek passage or employment on one of the ships setting sail for the new land.

MORE GOLD LEAVES BRITAIN.

RESERVE BELOW "PLIMSOLL LINE."

GRAVE CONCERN FELT IN LONDON.

[THROUGH REUTER'S AGENCY.]

LONDON, July 30.

The Bank of England yesterday sold for export nearly £3,000,000 in gold, after a record day's transaction, following a protracted drain, mostly to France.

It is believed that the movement is bound up with the recent Debt ratification, and also French political motives connected with the forthcoming Reparations Conference.

Financial correspondents in London suggest that the Bank of France ought to step in to modify the process threatening dearer money rates in London, particularly as the Bank of England's gold reserve is reduced by £142,500,000, or £7,500,000 below the financial "Plimsoll line."

The *Daily Herald* to-day expresses grave concern at the indications of an early increase in the Bank Rate, and declares it becomes increasingly urgent to revise the present position whereby the Bank of England is almost the sole arbiter of the nation's economic fate.

KING'S GRADUAL RETURN TO HEALTH.

YESTERDAY'S BULLETIN.

[THROUGH REUTER'S AGENCY.]

LONDON, July 30.

A bulletin issued to-day states that the condition of the King has further improved during the past week.

The abscess cavity remains free from purulent discharge, but the process of healing now begun must necessarily be gradual.

FLYING TRAGEDY.

U.S. AIRMEN KILLED.

[REUTER'S AMERICAN SERVICE.]

MINNEAPOLIS, July 29.

The aeroplane "The Minnesota," while attempting to break the refuelling endurance record, crashed after 154 hrs., 40 mins.

Captain Crichton was killed and the pilot, Owen Haughland afterwards died from injuries.

BRIAND AND BULLS.

FRENCH MINISTER AT SUNDAY FIGHT.

["D.P." Special Service.]

Madrid.—The directors of local bull-fighting arenas are trying desperately to find means of discouraging—diplomatically of course—further attendance at their spectacles by distinguished gentlemen who are known for their pacific tendencies. It hurts the game.

M. Aristide Briande, French Foreign Minister and a prominent modern apostle of peace and disarmament, was a recent guest of Premier Primo De Rivera at a Sunday bull-fight.

Briand's influence had such a tremendous pressure upon even the most vicious bulls that several of them immediately honoured the distinguished visitor by subscribing to his theories and refusing to fight.

Two or three of them showed marked preference for the Frenchman's policy of conciliation, arbitration and pacific settlement of disputes, rather than by fighting and shedding blood uselessly.

But under the most skilful handling of the matadors and toreadors the bulls were quickly disillusioned of any peace ideas and died fighting.—*United Press.*

CUSTOMS SPIES IN PARIS.

EMPHATIC PROTEST MADE TO U.S.A.

Paris.—The French Government has filed, through its Ambassador at Washington, a protest with the American Government against the activities of American Customs spies at Paris.

These officials observe unostentatiously and take notes of the purchases made by Americans in Paris, particularly in the prominent modes salons. These observations are then sent to the Customs offices in the United States as material for the Customs inspectors when searching the trunks of the travellers.

The Paris authorities also complain that these secret agents often attempt to blackmail the employees of the French firms in order to get more material for their reports.

TOWARDS NAVAL AGREEMENT.

SUBSTANTIAL PROGRESS REPORTED.

LONDON CONFERENCE.

[THROUGH REUTER'S AGENCY.]

LONDON, July 29.

It is authoritatively stated that substantial progress towards a naval agreement has been achieved at a further conference between Mr. MacDonald, the First Lord of the Admiralty, (Mr. A. V. Alexander), General Dawes and Mr. Hugh Gibson.

President's Ambition.

WASHINGTON, July 29.

To hold a Naval Limitation Conference in London in 1929 is President Hoover's ambition, according to those in closest touch with him.

The President spent the week-end fishing in Virginia, to which place aeroplanes rushed a series of despatches recording the developments as to naval negotiations.

President Hoover is now confident that they are the prelude to a successful limitations conference, possibly in London, where the atmosphere is most favourable.

The Army Secretary, Mr. J. O. Good, who has been the President's companion during the week-end says that the General Staff will now concentrate upon a survey of military expenditure with a view to reductions.

FRENCH POLITICS.

RADICALS KEEP NEUTRAL.

[THROUGH REUTER'S AGENCY.]

PARIS, July 29.

The new Cabinet held their first meeting and summoned Parliament for the 31st instant to hear a statement of their policy. This is expected to be brief and deal almost exclusively with foreign affairs.

The Radicals have decided not to support the Government but they may abstain from voting.

DOG RACING BANNED IN WISCONSIN.

VOTED OUT BY LEGISLATURE.

Milwaukee, Wis.—Professional dog racing, after a life of two years, has been voted out of the state by the legislature, and the bill requires only the signature of the governor before it becomes a law.

Such action resulted from a fight waged by citizens and business men who objected to the undesirable influence of the tracks, as well as to the money which the race promoters took from the people who patronized the races.

It is questionable whether the moral or economic issues of dog racing played the dominant part in influencing the citizens, of the section, to wage a two year fight on the sport.

TURTLE VACCINE.

VALUE OF GERMAN CURE FOR TUBERCULOSIS.

The prevention and cure of tuberculosis by turtle vaccine therapy was described by Dr. Nagelschmidt, of Berlin, in a paper which he read at a meeting of the Tuberculosis Association at Cambridge.

He said that as long ago as 1903 Professor Friedmann, of Berlin, cultivated from sea turtles suffering from spontaneous lung tuberculosis a vaccine which proved in the course of years to be an efficient remedy against tuberculosis in man, cattle, and fowls.

The turtle vaccine not only prevented the disease but also cured it in the case of patients who were already infected. It had proved effective in a large number of moderately advanced cases.

HAWAIIAN PINES.

RECORD PACK EXPECTED.

Honolulu.—Leaders in the pineapple packing industry are predicting a large pack for 1929.

The 1928 pack amounted to 8,663,056 cases and the 1927 pack to 8,879,272 cases. Officials of local pineapple companies declare this year's pack will run close to 10,000,000 cases.

The Hawaiian Pineapple Company expects this season's run to be well above the 1928 pack, amounting to 3,246,952 cases. Libby, McNeill & Libby of Honolulu, Ltd., turned out 1,803,000 cases last year, and expect an increase, as does the California Packing Corporation, which turned out 1,664,478 cases last season.

The summer packing season is now well under way.

ENGLAND WINS THE RUBBER.

SOUTH AFRICA BEATEN BY AN INNINGS.

SOME FEEBLE BATTING.

England won the Fourth Test Match at Manchester yesterday by an innings and 32 runs, thus winning the rubber, irrespective of the result of the final game.

The luck of the game was against South Africa, as they had to bat on a rain-damaged wicket on Monday. Nevertheless, their batting was very feeble in the first innings, and the second effort was not appreciably better, good play by Taylor, Morkel and Cameron saving what would otherwise have been a complete rout.

The conditions suited Freeman, and he had a good match, whilst Geary acquitted himself admirably in the concluding stages of the game.

Morkel's Fine Play.

The only redeeming feature of South Africa's first innings was the fine display of Morkel, who made 63 before being l.b.w. to Geary. Although the wicket must have been extremely difficult, South Africa's batsmen put up a poor show, and the innings realized only 130, leaving them 297 in arrears.

The bowling of both Barratt and Geary was treated with marked respect, and in all 75 overs were bowled during the innings. Freeman had 7 wickets for 71—a splendid bit of bowling.

The Second Attempt.

The tourists, with their backs to the wall, made an even worse start in the second innings, Siedle and Catterall both being sent back for one run each. Just before the close, Mitchell, a dour defender, was also bowled, and South Africa had 3 wickets down for 15.

When play was resumed (on Tuesday morning), Quinn scraped together 11 runs before Freeman hit his wicket. Taylor, who had been shaping in confident fashion, was then joined by Morkel, who once again batted in enterprising style. The two redeemed South Africa's atrocious start, and went on to make a determined stand. Finally, with his score at 36, Morkel was tempted by Woolley, and Duckworth whipped off the bails. Morkel had played a very sound innings, and incidentally been the hero of his side in the match. Taylor seemed very well set, but was eventually caught by Leyland, off Freeman, for an invaluable 70. Cameron and Owen-Smith were together at lunch, when the score was 145 for 6 wickets.

Owen-Smith was dismissed, off Freeman after making 7 runs, but Cameron had monopolised the scoring, and with Deane in, the total gradually mounted. When the score stood at 207 for 7 rain stopped play. Cameron was then not out 50 and Deane had made 8.

Wyatt got Deane caught by Duckworth, and Cameron was dismissed with his score at 83, England winning as stated.

Scores, as cabled by Reuter, are:—

England—1st Innings.

Sutcliffe, b Morkel	9
Bowley, b Bell	13
R. E. S. Wyatt, c Cameron, b Vincent	113
Woolley, c and b Vincent	154
Hendren, b Quinn	12
Leyland, c Cameron, b Mitchell	55
A. W. Carr, c Bell, b Quinn	10
Geary, not out	31
Barratt, not out	2
Extras	28
*Total (for 7 wkts.)	427

* Innings declared closed.

BOWLING ANALYSIS.

	O.	M.	R.	W.
Morkel	18	5	61	1
Quinn	31	3	95	2
Bell	32	3	113	1
Vincent	36	4	93	2
Mitchell	8	3	21	1
Owen-Smith	5	0	16	0

South Africa—1st Innings.

I. J. Siedle, l.b.w., b Freeman	6
R. H. Catterall, c Sutcliffe, b Barratt	3
B. Mitchell, c Geary, b Freeman	1
H. W. Taylor, b Freeman	28
H. G. Deane, st. Duckworth, b Freeman	0
H. B. Cameron, c Bowley, b Freeman	13
D. P. Morkel, l.b.w., b Geary	63
H. G. Owen-Smith, c Barratt, b Freeman	6
C. L. Vincent, c Geary, b Freeman	6
N. A. Quinn, not out	1
A. J. Bell, c Duckworth, b Geary	0
Extras	3
Total	130

BOWLING ANALYSIS.

	O.	M.	R.	W.
Barratt	10	4	8	1
Geary	22.3	13	18	2
Freeman	32	12	71	7
Woolley	8	3	22	0
Wyatt	2	1	8	0

(*Continued on next Column.*)

Telegrams in Brief.

Williams and Yancey, who recently flew in the "Pathfinder" from America to Rome, were officially welcomed on their return to New York from Europe and given gold medals by Mayor Walker.

The depot ship Medway, accompanied by the new submarines, Osiris, Oswald, Otus, and Odin will leave England in October for the China Station *via* South America.

A Foreign Office *communique* states that Mr. A. Henderson received the Soviet envoy, M. Dovgalevsky, and that the relationship of the two countries formed the subject of a friendly exchange of opinion for 1½ hours, each explaining the view points of their respective Governments. M. Dogvalevsky intimated that he would report to his Government and hoped to be able to resume the conversation in the course of a day or two.

The French Ambassador has handed the Foreign Commissar in Moscow a Note on behalf of the United States advising the Soviet Government of the inauguration on July 24 of the Kellogg Pact.

PARKING ARRANGEMENTS.

AT THE STAR FERRY.

With all due thanks to the Traffic Department who have introduced the new parking system for motor-cycles at the Star Ferry, Kowloon, with the hope of facilitating traffic at this congested point, there is no secret in the fact that motor cycle owners are not in favour of the idea, writes a correspondent.

The introducers of this new system probably have no idea of the amount of inconvenience one has to undergo in order to squeeze a motor cycle through the narrow entrance doors and, still more, to "retrieve" the machine from a tangle of sidecars and other cycles packed in disorder under the shed.

Petty Thefts.

Petty thefts of watches, batteries, and bulb horns is a favourable pastime for prowling rogues at this busy thoroughfare and, assisted by a screen, these rogues will find their work in the future a simple matter. An insurance policy is, perhaps, the only way in which one can safeguard one's cycle against this danger. The policeman on duty cannot always take notice of "dirty cycles."

As arrangements are at present, there is not sufficient space under the shed to accommodate anything like the number of cycles which come to the Star Ferry each day, nor is there any order or system employed in parking machines. As a practical motor-cyclist, the writer considers that if the coverings were taken away, and owners instructed to park their machines "backwards" (like a car) and as near as possible against the next machine starting from the Ferry Wharf end, then the new shed reserved for cyclists would be appreciated and the Traffic Department would earn the thanks of motor cycle owners.

Only the other day when the writer arrived at the Star Ferry, a large side-car outfit was parked directly in the mouth of the only accessible entrance to the shed while, inside, there was room for ten solo machines.

South Africa—2nd Innings.

I. J. Siedle, b Barratt	1
R. H. Catterall, b Geary	1
B. Mitchell, b Geary	2
H. W. Taylor, c Leyland, b Freeman	70
N. A. Quinn, b Freeman	11
D. P. Morkel, st. Duckworth, b Woolley	36
H. B. Cameron, c Woolley, b Freeman	83
H. G. Owen-Smith, st. Duckworth, b Freeman	7
H. G. Deane, c Duckworth, b Wyatt	29
C. L. Vincent, c Duckworth, b Freeman	4
A. J. Bell, not out	0
Extras	21
Total	265

BOWLING ANALYSIS.

	O.	M.	R.	W.
Barratt	20	7	30	1
Geary	37	18	50	2
Freeman	39.4	13	100	5
Woolley	18	5	51	1
Wyatt	4	0	13	1

COUNTY GAMES.

LONDON, July 30.

Sussex beat Hampshire by 235 runs. Scores:—

Sussex 201, and 220 (K. S Duleepsinghi 112, Kennedy 7 for 60).

Hants 128 (Langridge 4 for 48) and 58 (Langridge 7 for 16).

Notts v. Glamorgan.

Notts won by an innings and 121 runs. Scores:—

Notts 398 (Whysall 111).

Glamorgan 124 (S Staples 4 for 42, Voce 5 for 40), and 153 S Staples 6 for 41).

Sports News

YESTERDAY'S WATER POLO.

ROYAL NAVY GETS VERDICT OVER K.O.S.B. BY TWO GOALS TO ONE.

V.R.C. "A" GIVEN "WALK OVER."

[By WATERMAN.]

At the V.R.C Bath yesterday the Royal Navy beat the K.O.S.B. "A" in a water polo game by two goals to one, the game being watched by a number of followers from both sides, and by a number of those interested in water polo.

The Borderers were generally expected to win as they have in their ranks some very good swimmers, particularly Finlayson, who has competed with the Colony's best last year, and has shown up well. The Naval ranks were an unknown quantity and from what was seen yesterday, they have a sound team, which, however, could do with a little more practice.

The Teams.

K.O.S.B. "A"—Westland, Mckintosh, Bond, Faulkner, Ferguson, Finlayson and Wilson.

Navy:—Hampton, Minty, Lake, Driscoll, G. T. Smith, C. Smith and Sullivan.

The Game.

Although the K.O.S.B. were first at the leather, faulty passing gave the Navy the advantage and early in the game Driscoll tested Westland with a long shot and found the soldiers's goalie reliable. Within the first minute's play, Wilson, the soldier's left forward was ordered out of the bath for punching the ball. The soldiers, however, put up a stiff fight with one man short, which is a good bit of handicap in water polo, as it leaves one man unmarked. Lake for the Navy was free, but failed to take advantage of the fact and rather than break away from the rest of the players and wait for his opportunity as he should have done, he was seen in the thick of every scramble, with the result that the sailors could not make much of their advantage.

The Navy pressed from time to time and shots were quite frequent at the soldiers' citadel, but Westland was sound. On one occasion G. T. Smith for the Navy had only the goalie to beat, but he failed to score. Finlayson for the soldiers broke through but when quite near the goal, resorted to backhand,—quite unnecessarily, I thought. He failed to score.

G. T. Smith, who was one of the most consistent forward for the Navy, eventually took the ball well down to the soldiers' end and sent in a hot shot which the goalie stopped but did not hold. In the ensuing melee, the referee ordered Ferguson, the K.O.S.B. right back, out of the bath for "punching," so that the soldiers had to play five against seven—a very great handicap. They were unable to hold their own either in the forward line or at the back and ultimately allowed G. T. Smith to swim right into the goal with the ball.

Resuming the Navy tried to increase their lead by long shots, but the K.O.S.B.'s full team was too much for them and play was confined in the sailors' area. A series of bombardment followed, but the equaliser was not forthcoming although Ferguson on one occasion struck the horizontal on the under side and all but sent the leather in. At half time the score was 1-0 in favour of the Navy.

Second Half.

Resuming the soldiers pressed the sailors and Ferguson and Finlayson both looked as if they were going to get the equaliser, but although they used all their tactics, they found the net evasive. Finlayson hit the horizontal with a hot shot that would have certainly beat the goalie if it had not been too high. When the soldiers were thus pressing, one of their side was ordered out of the bath for waiting inside the "two yards limit." Thus again the sailors had an extra man to play with and Minty, who had been playing a useful game so far, proved his worth by increasing the lead.

The soldiers were not dismayed and played together very well indeed from this point onward. Mackintosh who was playing back, found himself unmarked and swam down the length of the bath. He was fouled, and given the throw in, passed to Finlayson, who scored with a lighting shot with the backhand.

There was little time for the soldiers to make good the deficit of two goals, however, and the final whistle sounded with the Navy leading by two goals to one.

Referee: Mr. A. Weyman.

V.R.C. "A" v. Chinese "A."

This match which was announced as cancelled in the *Daily Press*, yesterday, was actually not cancelled. The Chinese team, it is understood, were engaged in a game at North Point and could not turn up and the V.R.C. took the water last night and therefore obtained the points.

The announcement made yesterday to the effect that the match had been cancelled came from one of the players, but not from the Secretary of the Water Polo League. This point must be made clear to those interested. Under the rules, three clear days' notice must be given for any desired postponement.

CHINESE LEAGUE MATCHES.

"Great interest is evinced by Chinese in water polo this year, and as stated yesterday seven teams have joined the inter-Chinese League. Three games were played yesterday, and the pools at the South China A.A., the Chinese Bathing Club and the China Athletic Association were visited by large crowds of enthusiasts.

The results of yesterday's games were as follows:—

South China "A" beat China Athletic "B" by 5-0, at the South China pool.

Chinese Bathing Club beat South China "B" by 7-4, at the C.B.C. pool.

Fukien Athletic Association beat the University by 6-4, at the Chinese Athletic pool.

FOG AS AIR DEFENCE.

NEW GERMAN EXPERIMENTS.

[United Press.]

Berlin.—Germany, to whom the Versailles Treaty denies the right of preparing itself for war in the air, is going ahead with plans for defending itself against attacks from the air. In order to comply with the treaty the plans are wholly non-military in character.

One of the latest developments in this direction involved the testing of apparatus, which can within a few minutes throw a dense fog over good-sized towns, fortifications and other vital spots likely to be the targets of aerial bombers. The experiments were held in East Prussia, with the Friedland water-power works, which supplies all that section of Germany with light and power, selected as the subject to be defended.

Fire Extinguishers.

The devices used resembled oversize fire extinguishers and, as a matter of fact, had formerly been extinguishers which a Berlin factory had transformed into "fog makers." Only one or two changes in the original device were necessary and these, it was said could be made in a few minutes.

While the artificial fog produced by this apparatus completely concealed the hydro-electric plant and the surrounding countryside, the officials conducting the tests were not wholly satisfied with the results. They declared that wind and atmospheric conditions would play such an important role in "fog making" that under certain circumstances the value of the apparatus would be much reduced. The best wind was found to be one blowing between two and three meters a second. Absolute calm was declared to offer a distinct disadvantage because of the uneven distribution of the fog, while a wind blowing as much as nine meters a second drove the cloud-curtain away quicker than the fog could be produced.

Barometric pressure is also important, it was added, although not to such a great degree as that of the strength of the wind. At the Friedland experiments the atmosphere was humid enough to hold the fog without difficulty. For more than 20 minutes after the curtain was laid down the plant was completely hidden from the eight of aviators flying overhead. At the same time the fog close to the ground was not so thick as to prevent normal operations or the ordinary daily activities of the people of the neighbourhood from being carried on.

"PRIZES FOR CLEAN PLAY."

SPORT IN WHICH FOULS ARE PREVALENT.

WATER POLO MUDDLE.

The recent announcement that the Hungarian Association will award special prizes to the team in the water polo tournament at Budapest next August who have the least number of penlty throws given against them and the least number of players ordered out of the water is an amazing departure from accepted custom.

It is a departure that directly concerns English polo players, as the Amateur Swimming Association have accepted an invitation to send a representative side to compete in the tourney against France, Germany, Sweden, Belgium and Hungary.

Admission of Impotence.

Prize-giving for observing the rules is a bombshell which shatters the basic principle of sport. In cold fact it is an open admission of impotence, and water polo must be in a parlous state when a controlling body has to offer tangible rewards to players to observe the rules of the game.

It will be extraordinary indeed if those in authority in Britain will agree to an iconoclastic proposition which will bring forth both derision and contempt from other sports. The remedy for rough play is simple and obvious.

It lies in the hands of the referee and the committees which govern and control water polo. If a player will not observe the established rules from an ethical standard, then the only course is to take steps that will prevent that particular individual from having an opportunity to break rules.

Wilful Fouls.

Apart from sporting ethics, the innovation is surrounded with pitfalls. Take an hypothetical case. Suppose England wins the tourney with, say, Sweden at the bottom of the ladder, and the latter country is awarded the "clean play honours." Who will gain the greater triumph, the tourney champions, or the team who have played the game? I ask you!

There is no gainsaying the fact that foul play is far too prevalent. The recent match between the English champions, Plaistow United, and the Royal Brussels Club is a case in point.

To an unbiased observer both sides were guilty of wilful fouls from the start to the finish of the game. Retaliation was rife, and the closing stages of the match degenerated to such an extent that blows were given and exchanged.

In my opinion the root cause of the trouble in the water polo world to-day is weak refereeing!

AMERICAN DIVORCE VALID.

COURT DECISION IN FAVOUR OF A COUNTESS.

DOMICILE QUESTION.

The matrimonial position of Mr. John Ronald McCrindle, a barrister, of Tedworth-square, London, regarding his former wife, now the Countess du Bourg de Bozas, was discussed in the Divorce Court when Mr. Justice Bateson held that the American decree of divorce was valid in England.

The countess before her second marriage secured a divorce in Connecticut, alleging cruelty on the part of Mr. McCrindle, and the question now before the court was whether the decree was valid in this country. Mr. McCrindle, who now petitioned for divorce, contended that the decree was not valid here, and in support of that contention asserted that he was domiciled in this country.

Counsel's Statement.

Mr. Russel said directly the case was called on, that he wished to say on behalf of Mr. McCrindle that nothing was further from his intention than to embarrass the countess. He had a bona fide belief that he was domiciled in England, but owing to the evidence given he had been advised that he was no longer in a position to dispute the fact that he was domiciled in New York at the material time. He did not now proceed with the case owing to that fact.

Mr. Justice Bateson accordingly held that the parties were domiciled in America, and that the American decree of divorce was valid in England.

Sir Partrick Hastings, K.C., for the countess, said that it was the countess' intention that the child of her first marriage should be brought up to respect his father. Therefore, as the child got older, he would be allowed further access to his father.

Mr. Justice Bateson, at the request of Sir Patrick, and with the consent of Mr. Russell, also dismissed Mr. McCrindle's petition for divorce.

COURT CAMEOS.

[By "HUMANIST."]

"He kept cycling round in circles, Your Worship," proffered the perspiring Inspector.

Mr. Whyte-Smith made a swipe at a fly which had probably inspired the Chinese cyclist. The magistrate missed and the fly continued to circle.

"All same belong ploper side of load," explained the defendant, disdaining the aid of the interpreter.

"How can you describe circles on a cycle in Nathan Road without going on to the wrong side of the road?" demanded the magistrate.

Defendant looked thoughtful.

"Such cyclists as you are a danger," went on the magistrate. "I think I will fine you $3."

He did.

"I shall call the complainant Black and the defendant White," observed the magistrate in an assault case. "I cannot pronounce their names."

The coolie in black sniffed expressively as he glanced across the Court at the coolie who was dressed in white.

"It was at 2 a.m. this morning, Your Worship, and they were both fighting," explained Inspector Stimson.

"He struck me first," exclaimed Messrs. Black and White in unison.

"Black went to White's house and got into White's bed. He refused to let him turn in until he paid some money he owed so they went outside to fight it out," explained the police officer.

"Tell White to pay Black his money," said the Magistrate to the interpreter, "and tell Black he cannot assault White because he refuses to pay."

"And," he added thoughtfully, "both defendants will be bound over for 6 months in sums of $50 each."

"I have come from the country and do not know your laws," explained a Chinese woman who was summoned for washing clothes in the street.

"How long have you been in the Colony?" demanded the magistrate.

"Four years," was the reply.

"Then pay $4," snapped the harassed Bench.

Two ragged coolies gazed apathetically up at the Bench from the dock.

"The police ask for a week's formal remand, Your Worship," said a detective officer.

"And I," said a solicitor, "am asking for bail for my clients."

"It is a serious case, Your Worship," reminded the Inspector.

The magistrate rubbed his nose and looked thoughtfully at the two coolies, who probably earned 50 cents a day when they were at liberty.

"May they have bail, Sir?" queried the solicitor anxiously.

"Certainly," assented the magistrate cheerfully, "$1,000 each!"

"He blacked my eye," declared a shop *foki* in a pained voice.

Mr. Whyte-Smith removed his glasses.

"I can see no mark," he said. "Was he alone?"

"I was alone," declared the defendant.

"He had ten men with him," asserted a Chinese detective.

"No, many tens," persisted the complainant.

The magistrate sighed.

"Where are the other nine—or the ninety-nine?" he demanded.

"They scattered," said the detective.

"I tried to make him see reason," explained the defendant.

"By hitting him in the eye!" observed the magistrate grimly. "Pay $5."

"These two fought each other because the complainant threatened to get an injection order from the Court," said the interpreter, who had visited England on one or two occasions.

"A what?" queried the puzzled magistrate.

"The complainant had ejected the defendant from his cubicle and the defendant threatened to come to the Court to get an order to inject him back again," explained the interpreter.

"Mr. Knott!" called the Court Officer when one of 40 summonses for motoring offence was about to be heard.

"Knott here!" called a voice from the corridor and a European pushed his way forward.

"Is this Knott?" asked the Clerk.

"He is Knott," replied the Court Officer.

"Then, who is he?" demanded the magistrate.

"I am Knott," replied the defendant amid loud laughter!

DRUGGIST SENT TO PRISON.

SHOP MANAGER WITHOUT CERTIFICATE.

A druggist who represented himself to be a qualified chemist, and successfully managed a shop for three years, was sent to prison at Tower Bridge Police Court.

Vyrnwy Jones, aged twenty-eight, of Lewisham High-road, New Cross, was accused of obtaining money by false pretences from Mrs. Elizabeth Wingfield, of Ilderton-road, Bermondsey.

Mr. Quarrell, prosecuting for the Pharmaceutical Society of Great Britain, said that in April 1928 Mrs. Wingfield, who was the widow of a fully qualified chemist, engaged Jones to run her chemist's shop in Ilderton-road, Bermondsey.

He represented himself to be a qualified chemist and when he came to the shop brought with him a certificate according to the Act.

"The certificate produced," said Mr. Quarrell, "is a genuine certificate, but a piece of paper has been pasted over the original name and Jone's name has been put on."

Jones had been earning money as a qualified chemist, and that was the false pretence complained of.

"I have given Mrs. Wingfield every satisfaction," Jones told the magistrate. "I have worked honestly and industriously since I have been at the shop. I have made up more than fifty thousand prescriptions, and there has never been

(*Continued on next Column.*)

SCHOOL WITHDRAWALS.

ALLEGED UNPOPULARITY OF A TEACHER.

The objection of boys to a school teacher was referred to at Wimbledon Police Court when a number of summonses were heard against parents for breaches of the school bye-laws by failing to send their children to school regularly.

Mr. A. Bellman, school attendance officer, in one prosecution stated that the reason given for the non-attendance of the boy was that he disliked a teacher. A number of other boys had a similar complaint regarding the same teacher, and when they were removed to another school they attended regularly.

A fine of 5s. was imposed, and the chairman pointed out that owing to the success attending the removal of other boys this was a matter which the education committee should go into thoroughly.

any trouble and everything has been in order."

Detective Sergeant Hayman said that Jones, a married man with one child, failed in his examination but had carried on this business successfully. Jones was in a desperate way and took this course to obtain work.

Mr. Oulton, the magistrate, sentencing Jones to three months in the second division, said that this was an important case from the public point of view.

BALLANTINE'S

in use for almost 100 years.

ESTABLISHED 1827.

By Appointment to

H.M. The Late Queen Victoria — H.M. The Late King Edward VII.

and

His Majesty King George V.

PURE SCOTCH LIQUEUR WHISKY

10 years old.

GEORGE BALLANTINE & SON. LTD.

GLASGOW AND LONDON

DISTILLED IN SCOTLAND

If you want a really first class Scotch Whisky at a reasonable price you can have no better than **Ballantine's Liqueur Whisky**. It is excellent.

The French Store

Beaconsfield Arcade.

FOR SALE.

FOR SALE.—On BROADWOOD ROAD, 3-Roomed BUNGALOW.—Reply: SECRETARY, P.O. Box 22. [7794

ONE "STANDARD" PRINTING MACHINE.—Size of Inside Forme=35¼" x 25". Monthly Instalments can be arranged. For Particulars please write Box No. 8023, c/o *Hong Kong Daily Press*. [8028

EUROPEAN Detached HOUSE on KENNEDY ROAD, Six Rooms, Modern Sanitation, Basement and Commodious Servants' Quarters. Large Garage.—Apply: E. W. BLACKMORE, FRENCH BANK BUILDING. [7483

BUNGALOW on STUBB'S ROAD, Six Rooms, Modern Sanitation, in a Commanding Position Overlooking the Harbour.—Apply: E. W. BLACKMORE, FRENCH BANK BUILDING. [7484

TUITION WANTED.

JAPANESE LESSONS Wanted by Chinese Gentleman (Beginner). Evenings Only. Please state Terms to Box No. 8126, c/o *Hong Kong Daily Press*. [8126

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WANTED Immediately for Six Months, Expert Lady STENOGRAPHER.—Apply SECRETARY, P.O. Box 22. [8129

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ATTRACTIVE Three and Four Roomed FLATS in HUMPHREYS and CARNARVON BUILDINGS, KOWLOON. All Modern Conveniences. Apply to:—HUMPHREYS ESTATE AND FINANCE CO., LTD., ALEXANDRA BUILDING. 7393

TO LET OR FOR SALE.—On BROADWOOD ROAD, Two Semi-detached 5-Roomed HOUSES with Tennis Court and Garage to Each House.—Reply: SECRETARY, P.O. Box 22. [7793

TO LET, FURNISHED, One ROOM, with Use of Kitchen and Bathroom.—Apply MRS. CHAN, 537, NATHAN ROAD, KOWLOON. [7972

TO LET OR FOR SALE—At FANLING (in ON LOK Village), Furnished or Unfurnished, 4 Roomed HOUSE with Garden and Garage. Moderate Price. Apply:—KWONG SANG HONG, LTD., 250, DES VŒUX ROAD CENTRAL. [7894

TO LET.—OFFICE in ASIATIC BUILDING.—Apply: SECRETARY. [8059

TO LET.—Large and Airy OFFICE ROOM, Facing QUEEN'S ROAD CENTRAL.—Apply to KAYAMALLY & Co., 20, QUEEN'S ROAD CENTRAL. [475

TO LET.—From 1st SEPTEMBER, No. 1, KELLETT HOUSE, THE PEAK. Four Rooms, Flush System. Separate Kitchen, Servants' Quarters. All Modern Conveniences.—Apply to DEACONS, PRINCE'S BUILDING. [477

FIVE-ROOM HOUSE in No. 49, GRANVILLE ROAD, KOWLOON.—Apply to: SPANISH DOMINICAN PROCURATION. [8056

COMFORTABLY Furnished ROOMS with Private Bathroom and Verandah TO LET with Good Board at the SULPHUR BATHS HOTEL for September. Houses stand Next to the PORT EDWARD GOLF COURSE and are on one of the Best Beaches. Moderate Rates.—MRS. NIVEN, WEI-HAI-WEI. [8169

POSITIONS WANTED.

ENGLISH LADY seek Engagement as TYPIST and BOOK-KEEPER. Can write some Shorthand.—Address: Box 8086, c/o *Hong Kong Daily Press*. [8086

PORTUGUESE GIRL desires Position as TYPIST-STENOGRAPHER.—Address: Box 8087, c/o *Hong Kong Daily Press*. [8087

BRITISHER, age 35, wants Engagement as ENGINEER and FITTER. Good Experience Ashore and at Sea.—Address: Box 8088, c/o *Hong Kong Daily Press*. [8088

WELL-EDUCATED CHINESE Seeks Employment in Secretarial Work. Outports preferred.—Please write Box No. 8127, c/o *Hong Kong Daily Press*. [8127

MISCELLANEOUS.

EXPERIENCED TYPIST will undertake Any TYPING Work at Moderate Rate After 5 P.M.—Please apply to Box No. 8133, c/o *Hong Kong Daily Press*. [8133

EXPERIENCED BOOK-KEEPER, Well Conversant with Accounts, will undertake Work at Moderate Rate After 5 P.M.—Please write Box No. 8134, c/o *Hong Kong Daily Press*. [8134

PRE-PAID ADVERTISEMENTS.

The following classes of advertisements are charged at the price given below:—

SITUATIONS VACANT. — HOUSES AND APARTMENTS TO BE LET.
HOUSES AND APARTMENTS WANTED. — MISCELLANEOUS WANTS.

When so required replies to box numbers will be posted to advertisers daily. Extra stamps for postage should be remitted.

All advertisements must be authenticated by the name and address of the sender.

Announcements not exceeding **25** Words are inserted under this heading at a Pre-paid Rate of **One Dollar** for THREE INSERTIONS. If Charges collected, $1.50.

"THIS FORM MAY BE USED."

Please insert.....time *Enclosed.....in payment.*

Signature..... *Address.....*

Address:—The ADVERTISEMENT MANAGER, "Hongkong Daily Press," 11, Ice House Street, or P.O. Box 1.

Money and Markets

CANTON TRADE NOTES.

Some 170 bales of raw silk were sold on Monday. The quotations were:—No. 14/16 at H.K.$940 and 13/15 Best I at $905.

* * *

Some 1,212 bales of raw silk and 1,223 bales of ravelled silk were exported between the 10th and 20th instant (clusive) and some 584 packages of wolfram on Monday.

* * *

The rice market in Hong Kong has been doing exceedingly well and there has been a big demand. Shortage of arrivals and the report of a bad harvest in Annam have caused a big rise in prices.

* * *

A month ago, merchants in Tsingtao suspended business as a protest against an additional tax imposed upon their goods by the local authorities. They re-opened shortly afterwards pending a settlement of their trouble and recent telegraphic advices state that the trouble has been settled, on the reduction of the levy.

* * *

There has been very little change in the cotton yarn market which has been quiet during the last few days. Prices have however risen by one dollar per bale owing to shortage of stocks. There are fair prospects, however, of activity in the near future. According to a Shanghai telegram, prices there have remained unchanged.

* * *

Owing to shortage of supplies the price of foreign flour has been steadily rising both in Canton and Hong Kong. The current price is about sixty cents higher per bag and merchants have been reluctant to buy at this figure. It is unlikely that the price will drop lower in the near future as the production of flour this year is limited.

* * *

The depreciation of the Kwangsi Provincial Bank notes has landed many Wuchow banks and money changers' shops into bankruptcy. Before the town fell to the Nanking troops, they bought heavily and held them for a rise. But the notes have steadily fallen and are now quoted at less than ten per cent. of their nominal value and the authorities have done nothing to restore their value.

HONG KONG MARKET REPORTS.

Yesterday's quotations for rice and other food-stuffs were as follow:—

Rice.	Per Picul.
Common White, Green Seal...	$8.19
Common White, Red Seal ...	8.16
Common White, Ching Ling Chee	7.69
Common White, Luk Sheung Tao	8.46
White Broken, Red Seal	6.15
White Bran, Green Seal ...	3.85
White Roundish Rice	6.07
Long Unglutinous	7.27

Miscellaneous.	
Coarse granulated sugar, No. 24	7.18
Brown sugar, Java	5.73
Nutmeg	160.00
Dried Mushroom, Tung Koo	200.00
White nut	18.00
Wood-tar oil	33.00
Soy Bean	6.90
Small green bean	8.60

CANTON STOCK EXCHANGE.

CLOSING QUOTATIONS.

Canton, July 29.

Water Works	$3.40
Electric Light & Power Co.	3.80
Canton-Hankow Railways ...	.49
The Sun Company	97.00
Sincere Company	122.00
Nanyang Bros. Tob. Co.	4.40
Kwangtung Tramways Co....	2.40
China Merchants' S.N. Co.	35.00
Central Bank of China	41.00

THE S.M.E.D.

RUMOURS DISCREDITED.

Good news for Shanghailanders was embodied in the address Mr. S. W. Murphy, of the Shanghai Power Company—who recently paid Tls. 81,000,000 for the S.M.E.D.—delivered to the Union Club.

Mr. Murphy nailed the rumour that in order for his company to show a profit on their huge investment it would be necessary to raise the rates by detailing the success in other countries that had enabled his company to increase their investments from G.8400,000 in 1905 to over G.818,000,000 in 1925.

The luncheon was well attended and the speaker was introduced by the president of the club, Mr. G. L. Wilson, who also drew attention to several other prominent men present.

NEW YORK STOCK EXCHANGE.

TONE OF CONFIDENCE RESTORED.

["D.P." Special Service.]

New York, July 23.

Bearish professionals forced further recessions on the New York Stock Exchange soon after the opening, but subsequently suffered severe setbacks when U.S. Steel and other leaders developed strength, says the Dow Jones Financial News Service in its daily survey of market conditions.

Advances in leading issues forced the bears to take to cover and abandon their efforts.

With the general list temporarily in an oversold condition, there was no chance for the bears to conduct their campaign with success.

Violent recoveries marked General Motors and other issues which have recently been under pressure. Before noon the market assumed buoyancy. Later some irregularity appeared, but the list continued to keep a tone of confidence.

Individual utilities issues were strong. Standard Gas and Electric hit a new high, and the close figure was 139 as compared with 137⅞ yesterday. Consolidated Gas of N.Y. advanced one point to 149⅞.

U.S. Steel Still Rising.

U.S. Steel closed at 207⅞, up from yesterday's 204½. Bethlehems likewise was strong, advancing 1⅞ to a close of 120⅞.

General Motors closed at 70⅛ on its rebound from yesterday's close of 66⅞. Willys Overland likewise recovered, going to 23 from the close of 22⅞ yesterday, while Chrysler gained for a close of 73. Packard motor advanced from 128¾ to 131½.

Rails were strong and active. Erie moved up to 98⅞ from ⅞. Union Pacific, which closed at 268½ yesterday, was at 273⅞ at to-day's close. Missouri Pacific moved up from 95⅜ to 97½. Chicago Northwestern gained ⅞.

Communications were improved.

Domestic copper held at 18 cents and copper stocks were not greatly changed, though Kennocott moved up from yesterday's 85½ to a close to-day of 86⅛ and American Smelting advanced 1¼.

Call money held at 7 per cent.

MR. STROK'S FORTHCOMING SEASON.

ENGLISH SINGERS AND TWO SPANISH ARTISTS.

Mr. Strok, the well-known impressario announces that he has completed arrangements for the forthcoming appearances in India, Straits Settlements, Philippines, China and Japan of three of the world's greatest concert attractions —Andres Segovia, the famous guitar player, Miguel Fleta, Spain's greatest tenor; and the English Singers of London. The two first-mentioned artists will start their tours during September in Manila and the English Singers are due to appear at the Imperial Theatre, Tokyo, on January 26, 1930.

Fleta, who is said to rival the late Caruso, is a comparatively young man, having been born in Madrid in 1897. He has sung in grand opera in every European city of note and at the Metropolitan Opera House, New York.

By his recent successes in Europe and the Americas, Andres Segovia has proved that the guitar, in the hands of a first rate musician is an instrument with a message. It is expected that the novelty of a recital by this Spanish player will attract full audiences everywhere.

The guitar has for long ceased to be considered a serious musical instrument, and has been generally associated mainly with romantic troubadours, so much so that the recitals of Andres Segovia have been a revelation to many.

The English Singers.

"A concert by the English Singers of London is an unforgetable experience, and interpretations that in their particular kind are unparalleled on the world concert stage." Thus the music critic of the *New York Times*, described a recent recital by this body of madrigal, folk-song and carol singers. In fact, few who have heard this famous contet seem to tire of the delights of the old English music presented in its most felicitous form, the ensemble.

IMPORTS-PRICES CURRENT.

The reports and prices are published as supplied by Importers, and the Chamber cannot accept responsibility for the accuracy thereof.

Metals.

Market dull.

Iron and Steel—		
Nail Rods ...	per picul	$6.70
Steel Bars (round ¼ to 1")	"	4.50-5.00
" Angles ...	"	4.35
" Rods ...	"	5.00
" Joists ...	"	4.20
" Sheets (4' x 8'—5.50)	"	8.10
" Plates ...	"	5.00
Swedish Bars ...	"	11.10
Small round rods	"	5.00
Hoops, black steel	"	7.70
" galvanized	"	11.00
Tubes, black ...	"	74 per cent.
" galvanized ...	"	64 "
Wire Nails, 1½-3	per picul	7.60-8.20
Galvanized corrugated sheets, 24/26 ...	per 100 lbs. 24G	$7.20
Galvanized flat sheets, 1/32", 1/8" ...	per 100 lbs. 26G	$8.20
Galvanized 3/32" x 4' x 9'	p. picul	$9.80
Galvanized wire 18/22	"	11.20-11.40
Galvanized wire 3' x 7' (Japan made)	... per picul	—
Lead:—		
B.M., Spot	"	14.20-14.60
To arrive ...	"	14.80-14.80
Australian—B.H.P., Spot	"	15.00
" To arrive	"	15.00-15.10
English Yellow Metal Sheets	"	51.00
Japan make 20 ozs. ...	"	—
Japan Copper:—		
Slabs ...	"	—
Tiles ...	"	—
Zinc Sheets, 8 x 4 ...	"	—
Waste and Old Materials	"	—
Tin Plates:—		
English I.C.W., 20" x 14"; 100 lbs. Spot ...	p. box	9.10-9.30
English I.C.W., To arrive	"	9.30
English I.C.W., 18¾" x 14", 110 lbs. Spot ...	"	9.15-9.30
English I.C.W., To arrive	"	9.30-9.60
American I.C.W. (Spot) 20" x 14" 100 lbs. p. box 112 sheets		11.60
American I.C.W., To arrive 20" x 14" 100 lbs. p. box 112 sheets		11.60

Petroleum Products.

White Rose Brand	... per case	4.08
Comet Brand ...	"	3.89
Cock " ...	"	3.83
Eagle Brand ...	2 tins	3.50
" ...	per bulk	2.90
Socony Motor Gasolene...	per case	6.60
Silver Light ...	"	3.89
Crown Brand ... 68 lbs.	per 2 tins	3.50
" 8 i. galls. 68 lbs.	per bulk	2.90
Cross Brand ... 71 lbs.	per 2 tins	3.24
" 8 i. galls. 71 lbs.	per bulk	2.64
Lamp Glass ...	per 2 tins	3.42
Shell Motor Spirit ...	per case	6.20
" ...	per 2 tins	5.95
" ...	per bulk	5.45
"	per gallon (ex pump)	0.65
Benzine prices reduced 40 cents per unit on July 7, 1929.		
Texaco "Scale" ...	per case	3.88
" " "Yin Foo"	"	3.62
" "Texaco Auto Gasolene"	"	6.20

Coals.

Kaiping—No. 1 Lump ...	$15.00
" Nut Coal ...	15.00
" No. 2 Lump ...	11.60
" No. 1 Slack ...	9.40
" No. 2 Slack ...	8.70

Flour

Quotations:		
American Patent	...per sack	$4.03-4.10
" Straight ...	"	3.00-3.45
" Cut off	"	3.10-3.55
Shanghai Flour ...	"	—
Australian No. 1" ...	"	3.30-3.50
" No. 2 ...	"	—
" No. 3 ...	"	—
Canadian Cut off ...	"	2.95-3.05
" Straight ...	"	2.90-3.00
" Mixture ...	"	2.80
" 2nd Clear...	"	2.75
Stock:		
American ...		250,000 bags
Canadian ...		220,000 "
Australian...		40,000 "
		510,000 bags

Market:—Since our last report, local prices have advanced 20 to 30 cents per bag in part sympathy with the advances in prices of flour exporting countries, but the local advances cannot yet keep up with the sharp advances of the world's quotations owing to the inability of the small dealers to pay high prices. Flour dealers are not inclined to sell at present as they prefer to wait until they see where the future of wheat is likely to take the price of flour.

On the whole the market seems fairly strong and prices inclined to advance still further. Dealers are afraid to place orders at the present high prices, but if such prices could be stabilized much larger business can be anticipated.

Sundries.

Window Glass—		
4th Quality of 100 sq. ft. per box		—
Fair average sizes—	16oz	18oz
1/16" thick ... per box	5.50	5.70
1/8" " (27 ozs.) "	13.50	

China, India and Straits Produce.

Sugar—
Java Rough White... per picul $7.03-7.43 (Reported sales 50,820 piculs. Spot.)
Java Rough White per picul $7.08-7.48 (Reported sales 169,620 piculs. To arrive during July, August, Sept., Oct., Nov., Dec., 1929.)
Java Fine White ...per picul $7.43-7.98 (Reported sales 4,814 piculs. Spot.)
Java Rough Brown per picul $6.43-6.78 (Reported sales 37,374 piculs. Spot.)
Java Rough Brown per picul $6.35-6.88 (Reported sales 76,230 piculs. To arrive during July, August, Sept., Oct., Nov., Dec., 1929.)
Java Molasses ... per picul $5.40-6.03 (Reported sales 42,749 piculs. Spot.)
Java Crystal No. 24......per picul —

MILLIONAIRESS STRANGLED

BODY FOUND IN FIELD NEAR BELGRADE.

Belgrade.—The well-known millionairess, Madame Irma Molnar, was found strangled to death in a maize field.

The deceased, who was 70 years old, was known as an eccentric and as having had a fortune of about 20 million dinars, of which she had lent large amounts to certain people who lost part of it in exchange speculations.

The police believe, therefore, that the murderer has to be sought amongst her many debtors.

DAILY SHARE QUOTATIONS.

HK Stock Exchange: Buyers	Sellers	Sales	Nominal	TUESDAY, JULY 30.	Sharebrokers' Association: Buyers	Sellers	Sales	Nominal
				Banks				
...	...	$1,265	...	H.K. Banks	...	$1265	...	£19½
£19½	...	...	...	Chartered Banks	...	...	...	£34½
...	...	...	£32½	Mercantile Bks. "A"	...	...	...	£15
...	...	...	£15½	Do "C"	...	...	...	£9
...	...	...	£9½	P. & O. Banks	...	...	...	$90
...	...	...	$90½	Bank of East Asia...	...	...	...	
				Insurances				
...	...	...	$630	Canton Ins.	...	...	...	$630
...	$2	...	...	Underwriters	$1.60	$2	...	T160
T160	...	...	...	North China	...	...	...	...
...	...	...	$326	Union Ins.	$326	...	...	$60
...	...	...	$50	Yangtsze Ins.	...	...	...	...
$310	...	...	...	China Fires	$300	...	...	...
...	...	...	$770	H.K. Fires	$770	...	...	...
				Shipping				
...	...	...	$27½	Douglases	$27	...	...	...
...	$24½	...	...	Steamboats	...	$24½	...	...
$47½	...	...	...	Indos (pref.)	...	...	...	$50
...	...	...	$70	Do. (def.)	...	...	...	$90
...	...	...	92/6	Shell Transports	...	...	...	96/-
...	$22	...	...	Water-boats	...	$21½	...	...
				Mining				
...	...	...	...	Kailans	...	...	...	63/6
...	...	63/6	T.15	Langkats (com.)	T15	...	...	...
T.9½	...	...	...	Do. (single)	T9	...	...	...
...	T.2½	...	...	Explorations	T1½	...	...	...
...	...	...	T.4½	Shanghai Loans	T4½	...	...	...
$8½	...	...	...	Raubs	$8½	...	...	18/-
21/-	...	...	...	Tronoh Mines	...	...	...	...
				Docks, Wharves, Godowns, etc.				
...	...	$127½	...	H.K. & K. Wharfs...	$127½	...	...	$4½
$4.30	...	...	...	Providents	...	...	...	...
$32½	...	...	...	H.K. Docks	$32	...	...	...
T.132	...	...	...	Shanghai Docks	T138	...	...	...
T.7	...	...	...	New Engineerings	T7	...	...	...
				Cotton Mills				
T14.80	...	...	...	Ewos	T14.85	...	...	...
T.2.30	...	...	...	Orientals	T2.35	...	...	...
...	...	...	T.77½	S'hai. C'tons (old)...	T77	...	...	...
...	...	...	T.43½	Do. (new)...	T42	...		
				Lands, Hotels and Buildings				
$8.35	...	...	...	H.K. & S. Hotels	$8.35	$8.45	...	...
$61½	$62	...	...	H.K. Lands	$61½	$62	...	...
$8.15	...	...	...	H.K. Realtys	$8	...	...	...
$13.40	...	...	...	Humphreys	$13½	...	...	...
				Public Utilities				
...	...	...	$18.80	Tramways	...	...	...	$18.80
...	...	...	$11.80	Peak Trams (old)...	$11.80	...	...	...
...	...	...	$6.05	Do. (new)...	...	...	...	$6
...	...	$64	...	Star Ferries	$64	...	...	...
...	$13.10	13.05	...	C. Lights (old)	$13	...	...	...
...	...	$12.90	...	Do. (new)	$12.85	...	...	...
$55½	$56	$56	...	Electrics	$55½	...	...	...
...	...	...	$7	Telephones	...	$7	...	...
...	11/-	...	...	Tractions	...	...	...	12/-
				Industrials				
...	...	...	$2.10	Canton Ices	$2.25	...	...	...
$9.05	$9¼	$9.10	...	Cements (comb.)...	$9	...	$9.10	...
$7.70	...	...	...	Do. (old)...	$8	...	...	...
...	...	...	$1.40	Do. (new)...	$1	...	...	...
...	$7	...	...	Ropes	...	...	...	$7
...	...	...	$27	Malabon Sugars	...	...	...	$29
				Miscellaneous				
$19½	...	...	...	Dairy Farms	$19.90	...	...	...
...	...	...	$0.80	Der A. Wing	...	...	...	$0.50
$26	...	...	...	Amusements	...	...	...	$27½
$1½	...	...	...	Constructions	$1½	...	...	...
...	...	...	$1½	Lane Crawfords	...	...	...	$1.95
...	...	...	...	Nanyang Tobacco...	$4	...	...	...
$12	...	...	...	Sinceres	$12½	...	...	...
...	...	...	$11.90	Watsons	$12	...	...	...
...	$2¾	...	...	Wm. Powells	...	...	...	$3¼
...	...	...	64½%	B. Ind. G.S Bonds...	...	...	...	65%
7% pr	em.	...	...	H.K. Govt. Loan	$107	...	...	...
...	...	...	100	Chinese Estates	...	...	...	...

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Typhoid Dangers In Hong Kong.

Official Statement by M.O.H.; Scandal of Local Mui Tsai, are topics dealt with in the Current issue of the "Weekly Press."

Pungent Criticism of Local "Movies"; Postal Fraud Case; and the Water Situation, are other features.

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COMMUNIST RIOTS IN SHANGHAI.

WILD SCENES BETWEEN STUDENTS AND POLICE.

JAPANESE CONSTABLE FIRES REVOLVER.

ORGANISED CAMPAIGN OF ANARCHY.

Some alarm is being felt in official circles in Shanghai concerning an outbreak of rioting which occurred on July 26 in the streets. The "Shanghai Mercury" states that "there is ample evidence that the outbursts were part of an original plan for anarchy."

Following the report of the Shanghai disturbances, the newspaper quotes a Moscow message purporting to show "the organs of the Third Internationals are showing a feverish activity in preparing for anti-imperialist demonstrations outside the Soviet Union on August 1."

ELEVEN RINGLEADERS ARRESTED.

Shanghai, July 26.—North Soochow Road was the scene last night of one of the many sporadic communist outbursts that Shanghai suffers from frequently, says the *Shanghai Mercury*. About 6.30 p.m. a horde of Chinese, numbering some 400, arrived on foot and by motor-cars, on Soochow Road, near the Garden Bridge, in order to hold a meeting in front of the former Soviet Consulate on Whangpoo Road.

On the arrival of the mob it found that between them and their objective there were several policemen. The efforts of the police to break up the mob were ineffective, and the communists, benefiting by their weight of numbers, stood off the police and distributed handbills and set off firecrackers which attracted several hundred curious onlookers to the scene. In a short time the police were lost to view in an excited mob of Chinese.

Calls for Reinforcements.

Calls for reinforcements were sent in by the police by telephone from the Astor House, and among the first to arrive was a detachment from Hongkew. A Japanese constable, arriving with the latter, was separated from his comrades and set upon by the mob. The ringleader in the assault was a Chinese, with an iron bar weighing over fifteen pounds, and had it not been for the reinforced lining of the officer's helmet he would have been killed by the blow from this weapon.

As it was, the bar crushed through the headgear and felled the constable, who drew his revolver and firing, seriously wounded his assailant. The crowd, frightened by the shot, drew back and shortly after that with the arrival of more police from Hongkew Station and the Red Maria with the Reserve Unit under Supt. Fairbairn the crowd dispersed.

Eleven ringleaders were arrested and will appear in the Provisional Court charged with causing a disturbance and distributing pamphlets of a communistic nature.

Public Aid Solicited.

Last night's trouble and the commencement of the strike at the Shanghai Water Works on Thursday may be the opening efforts of the communists in their expressed intention of causing trouble on or about August 1, and the public of Shanghai will greatly assist the police if during the next few days they avoid anything in the nature of crowds on the thoroughfares of the city. The police are fully aware of the danger of the present situation, and are prepared for any eventuality.

Smaller outbreaks took place during the day on North Szechuen Road and on Tiendong Road, the troublemakers in these cases contenting themselves with the distribution of handbills urging the Chinese labourers to celebrate August 1. These urged meetings in front of the foreign consulates and a repetition in Nanking Road on August 1 of the May 30 incident.

Another Version.

July 29.—Those who reside or were in the vicinity of the Golden Bridge yesterday said that they experienced a few minutes excitement in connection with the demonstration which occurred in Whangpoo Road shortly after 6.30 p.m.

The police, it appears, were well aware of the fact, and they were heard to say to-day that the demonstration was very well arranged.

One point seems to have escaped chroniclers of events, and that is that amongst the crowd who distributed communistic and anti-government pamphlets there was found one Korean, who was apprehended and was brought before the Japanese authorities this morning. He was discharged. The others was charged at the Provisional Court.

The Japanese constable, who so bravely stood on his duty while the mob molested him with sticks, bars, and other weapons has progressed, and he will be a normal condition soon. The Chinese who assaulted this particular Japanese constable is recovering.

This morning, on passing the Astor House Hotel, and generally along that road, one could not but observe the khaki uniforms of the guardians of peace who patrolled the vicinity in great numbers.

Credit must also be given Inspector Powell, in charge of Hongkew Police Station, and his able staff, in attending to calls so promptly last night. It was learned that no sooner had the police squad returned from one spot than there was another message saying that a demonstration had broken out some 50 yards away from the place just visited and having dispersed the crowd there the police would return only to be called out again, and so it continued.

But the police are fully equipped, and are ready to cope with any situation almost at a moment's notice.

Rioters in Court.

Ten rioters who were arrested yesterday were due to appear before the Provisional Court this morning, but owing to one of them being in hospital as a result of being shot by a Japanese police constable, whom he had struck with an iron bar, only nine faced the Judge.

The men were examined by Judge Wong, with whom sat Deputy Ramondino. Six of them were dealt with, one being fined $10, another sentenced to two months and five days' imprisonment, and four to 14 days' intention each. Three were released on $50 bail each, and they will come up for judgment next Tuesday. The man who is in hospital will appear in Court as soon as he has sufficiently recovered.

The man who was sentenced to two months and five days' imprisonment had an additional charge of assault against him, he having assaulted a foreign constable who was trying to disperse the crowd, and therefore received a heavier punishment than the others.

Mr. Paul P. Ru prosecuted on behalf of the Shanghai Municipal Police, D.I. Schmidt and D.S. Davis being in charge of the case.

General Strike Threat.

Shanghai, July 28.—Rumours are current that there is something in the nature of a general strike contemplated to take place in Shanghai in the course of a few days. Information to hand states that workmen have intimated that they intend to take a holiday. No reason had been assigned for this move.

A detachment of troops has been sent to the Water Works to prevent further trouble there.

World-Wide Agitation.

Moscow, July 26.—The organs of the Third Internationale are showing a feverish activity in preparing for "anti-imperialist" demonstrations outside the Soviet Union on August 1. Appeals and exhortations have been sent out to the workers and Communist parties all over Europe, asking the workers to lay down their tools and to participate in demonstrations on that date.

A new method has been adopted insofar as, aside from the general appeal of the Communist Party special appeals have been sent by the different industrial works in the Soviet Union to the workers in corresponding branches of work in the other countries.

Thus the workers in the chemical works of Krassnij Bogatir have sent a representative to the French chemical works asking the employees to make arrangement for anti-imperialist and anti-war demonstrations, while the Russian miners and metal workers have sent similar appeals to the workers in the Ruhr pits and smelting works.

Reports from Paris, Budapest, Prague and Warsaw show that the police have already made quite a considerable number of precautionary arrests, in order to hinder the dangerous elements from participating in eventual demonstrations on August 1, while the Mayor of Brussels is reported to have granted permission for the holding of demonstrations on that date against the promise that the Communists will be excluded from participation.

STEWARDS' CUP RESULT.

FLEETING MEMORY'S VICTORY.

[THROUGH REUTER'S AGENCY.]

LONDON, July 30.

The result of the Stewards' Cup, run to-day, was as follows:—

1. Fleeting Memory.
2. Golden Oracle.
3. Dark Fire.

There were 19 runners. Won by three-quarters of a length; a neck.

Betting:—100/8 Fleeting Memory, 9/1 Golden Oracle, 9/1 Dark Fire.

TO-DAY'S WIRELESS PROGRAMME.

"TRIAL BY JURY."

BROADCAST BY Z.B.W. ON 350 METRES.

1.45 p.m.—Weather report.

5.30 to 6.30 p.m.—Programme of Chinese music (records supplied by The Music World Co.).

7.45 p.m.—Evening weather report.

8 p.m.—Evening programme. (Victor and H.M.V. records supplied by Messrs. S. Moutrie & Co., Ltd.).

"Zampa" (Herold). Overture, The Band of H.M. Grenadier Guards.

"Bedouin Love Song" (Pinsuti) and "The Bandolero" (Stuart), Bass-Baritone, Peter Dawson.

"Trial By Jury" (Gilbert and Sullivan).

DRAMATIS PERSONÆ.

The Learned Judge
Leo Sheffield (Baritone).
Counsel for the Plaintiff
Arthur Hosking (Tenor).
The Defendant—Edwin
Derek Oldham (Tenor).
Foreman of the Jury
T. Perry Hughes (Bass)
Usher
George Baker (Baritone).
The Plaintiff—Angelina
Winifred Lawson (Soprano).
Chorus of Jurymen, Bridesmaids, Barristers, Attorneys, etc. The Chorus of the D'Oyly Carte Opera Company.
Scene: The Court of Exchequer.

"Waltz in E flat" (Durand) and "To My Beloved" (Waltz), Piano Solo, Harold Bauer.

"The Yeomen Of The Guard" (Sullivan), Selection. The Band of H.M. Grenadier Guards.

"Just a-Wearyin' for You" and "I Love You Truly," Soprano, Dusolina Giannini.

"H.M.S. Pinafore" (Sullivan), Selection, The Band of H.M. Grenadier Guards.

"By The Blue Hawaiian Waters," "Leave Me Alone" and "Songs My Mother Taught Me," Organ Solo, Reginald Foort.

"Does My Sweetie Care For Me?" and "Don't Criticise," Humorous, Leslie Sarony.

"Five O'Clock Girl" and "Love Lies," Selection, New Mayfair Orchestra.

"Just a Cottage Small" and "Through All the Days to Be," Tenor, John McCormack.

"Marche Slave" (Tschaikowsky), Philadelphia Symphony Orchestra.

"Just Like A Butterfly" and "Gonna Get A Girl," Baritone, Melville Gideon.

"A Brown Bird Singing" and "Schuen Rosmarin," Organ Solo, Reginald Foort.

"Sea Fever" (Ireland) and "In Summertime On Bredon," Bass, Stuart Robertson.

"Sigh No More Ladies" and "I'll Sing Thee Songs Of Araby," Tenor, Derek Oldham.

"The Mikado" (Sullivan), Selection, The Band of H.M. Grenadier Guards.

10.30 p.m.—Close down.

PASSENGERS.

Arrivals.

The following cabin passengers arrived here yesterday by the s.s. Athos II. from Marseilles:—Mr. F. Asbeck, Mr. J. B. Ipekdjian, Mr. and Mrs. Lo Yun Sen, Mr. Kawa, Mr. Inone, Mr. T. H. Gubbins, Sous Lieut. Masseglia, Mrs. Levitin, Mr., Mrs. and Miss Campbell, Mrs. Wotton, Mr. Adolphe Graff, Mr. Ko Hong Nien, Mr. Li Wen Hoei, Mr. Chen Tseng, Miss M. M. Murray, Mr., Mrs. and Miss Gagennis, Mr. and Mrs. E. T. Shand, Mr. Matsumato, Mr. and Mrs. J. H. Fort and two infants, Mr. Yang Kang Bo, Mrs. J. M. Mouzet, Mr. Huynh Dat, Mr. Trien Lam, Mr. C. F. Tchou, Miss E. B. D. Holman, Mr. K. Watanabe, Mr. S. Kanewo, Mr. and Mrs. Charles A. Twyford.

The following passengers arrived here yesterday by the s.s. Porthos from the North:—Mr. Le Beux, Mr. K. C. Chiang, Mr. and Mrs. Dinard, Mrs. Barbery, Mr. Tseng Hsien Li, Mr. Ho Tsu Chi, Mr. Hsiung Dse Liu, Mrs. West and Mr. H. K. West, Mr. and Mrs. C. F. Chen Mrs. T. Chen, and Miss Jen Chiz Chang, Mr. Deen Koo Tseng, Mr. Wu Dschang, Mr. Saint Paul, Mr. A. G. Retab, Mr. S. I. Liu, Mr. Tihernichento.

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All broken, chafed and damaged Packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard and Douglas, on 8th August, 1929, at 10 a.m. Claims against the Vessel including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognized.

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Hong Kong, 31st July, 1929. [8176

The following passengers arrived yesterday by the s.s. Saarbrucken from Europe:—Mr. B. Hahn, Mrs. E. Hahi, Miss D. Hahn, Mr. H. Heusser, Mr. One Lo, Miss I. Thimey, Mrs. Lee To Ping, Miss Lee Ching Sun, Mr. and Mrs. Lee Tan Pien, Miss E. Lee and Master W. Lee.

Departures.

The following passengers departed per American Mail liner President Jefferson, from Hong Kong, for San Francisco, on July 30:—Mr. and Mrs. E. Chang, Mr. and Mrs. L. Everett, Mr. N. N. Everett, Mr. L. Everett, Jr., Mr. and Mrs. K. Ishikawa, Miss R. Ishikawa, Miss Jean Wilson, Miss Leota Roberts, Mrs. R. S. Hendry, Miss Edna Hendry, Mr. and Mrs. A. Baistrocchi, Master Mario Baistrocchi, Mr. T. H. Roche, Mr. Rafael Yan, Miss Maria W. de Yan, Mr. and Mrs. Cheon Jam Lim, Mr. Kwan How, Mr. Tong Sian Eng, Mrs. Lee Lau Shee, Mr. Quon Yu, Mr. Harry O. Shaw, Mr. Harold Jefferson Coolidge, Mrs. A. J. Carroll, Miss Edna Carroll, Mr. H. Y. Lai, Mr. S. M. Tong, Mr. J. Summers, Miss K. Vaughn, Mr. and Mrs. C. T. Brenton, Mr. Chan Pak, Mr. Chan Yuk, Mr. W. T. Locke, Mr. A. Soergel, Major C. W. E. Tuke, Mr. E. M. Oliveira, Mr. and Mrs. Theo Roosevelt, Mr. J. W. de Lind, Miss V. Chapeau, Mr. A. R. Lusey, Miss L. B. Rice, Mr. P. A. Schwab, Mr. F. N. Berry, Mr. J. B. Nicklin, Miss Ruth M. Langley, Mr. O. S. Zimmermann, Master Albert Thomae, Master Horace Thomas, Mr. and Mrs. W. P. Turner, Mr. Jack Turner, Mr. Fu Pau, Mrs. Juana C. de Fu Pau, Mrs. Felicita C. de Chan, Mr. Caesar Chan, Mr. Tomas Chan, Mr. and Mrs. J. H. Gray, Mr. Yam King Cheung, Mr. Gentes Bak Lau, Mr. G. M. Kenzie, Mr. G. K. Lee, Mr. Lo Tsze Lok, Mr. Chua Hang Ngaun, Mrs. A. Soergel, Mr. and Mrs. Jas Elder, Mr. B. Knauff, Mr. S. K. Shen, Mrs. C. M. Boas, Mr. Lee Yuet, Mrs. G. A. Carvalho, Mr. and Mrs. Bunje, Mr. and Mrs. L. Ching Chou, Mr. Mok Hing, Mr. and Mrs. Whitey Smith, and Mr. E. A. Koosache.

The following passengers left yesterday by the s.s. Saarbruecken from the North:—Mrs. H. Davenport Browne, Master Brown, and Miss Gerda Gipperich.

The following passengers left by the s.s. Athos II. yesterday for the North:—Mr. and Mrs. S. A. Marcel and two children, Mr. R. D. Rees, Mr. and Mrs. T. G. d'Oliveira, Mrs. C. McBain, Mrs. V. Gauthier, Mrs. K. A. Wilkins.

The following European passengers left Hong Kong by the s.s. Porthos yesterday for Marseilles and ports:—Mrs. Florence Riemer, Mrs. Maris Stierer, Mr. P. Grisoni, Mme. Pineau, Miss Lamb, Miss Snyder, Mr. J. S. Allen, Mr. H. Ah Wee, Mr. A. A. Strickland, Mr. B. J. da Silva Vidigal, Miss Delage, Mr. P. Marcuson, Mr. J. R. Ginja, Mr. Y. Le Pivert, Mr. J. Conidec, Mr. R. Mery, Mr. N. Petry, and Mr. R. Fourre.

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Pres. Wilson, Dollar, Aug. 11.
Pres. Van Buren, Dollar, Aug. 25.

AMOY.

Yingchow, B. & S., Aug. 1.
Yuensang, Jardine's, Aug. 1.
Haiyang, Douglas, Aug. 2.
Talma, B. I., Aug. 3.
Anhui, B. & S., Aug. 4.
Gurna, B.I., Aug. 4.
Tjisondari, J.C.J.L., Aug. 4.
Haiching, Douglas, Aug. 6.
Chenan, B. & S., Aug. 8.
Tjileboet, J.C.J.L., Aug. 9.
Anking, B. & S., Aug. 11.
Tjikembang, J.C.J.L., Aug. 15.
Suisang, Jardine's, Aug. 16.
Takada, B.I., Aug. 16.
Tjisalak, J.C.J.L., Aug. 22.
Kumsang, Jardine's, Aug. 23.
Tjikarang, J.C.J.L., Aug. 25.

ANTWERP.

Lippe, Melchers, July 31.
Danmark, Manners, July 31.
Fushimi Maru, N.Y.K., Aug. 10.
Havelland, Jebsen, Aug. 10.
Hakozaki Maru, N.Y.K., Aug. 24.

AUSTRALIAN PORTS.

Arafura, E. & A., Aug. 2.
Changte, B. & S., Aug. 20.
Kaga Maru, N.Y.K., Aug. 21.

BALTIC PORTS.

Danmark, Manners, July 31.

BALTIMORE.

Springbank, Bank, Aug. 3.
Adrastus, B.F., Aug. 4.

BANGKOK.

Kweiyang, B. & S., July 31.
Kaying, B. & S., Aug. 4.
Kwangchow, B. & S., Aug. 11.

BELAWAN DELI.

Cremer, J.C.J.L., Aug. 1.
Springbank, Bank, Aug. 4.
Isar, Melchers, Aug. 16.
Saarbruecken, Melchers, Aug. 23.

BOMBAY.

Tamba Maru, N.Y.K., Aug. 11.
Kidderpore, P. & O., Aug. 15.
Malwa, P. & O., Aug. 17.
Tokushima Maru, N.Y.K., Aug. 28.

BOSTON.

Kuma Maru, N.Y.K., Aug. 3.
Springbank, Bank, Aug. 3.
Adrastus, B.F., Aug. 4.
Raby Castle, Dodwell's, Aug. 6.
Pres. Wilson, Dollar, Aug. 11.
Calcutta Maru, N.Y.K., Aug. 17.
Pres. Van Buren, Dollar, Aug. 25.
Malayan Prince, Furness, Aug. 29.

BREMEN.

Lippe, Melchers, July 31.
Isar, Melchers, Aug. 16.
Saarbruecken, Melchers, Aug. 23.
Augsburg, Melchers, Aug. 27.

BRINDISI.

Himalaya, Dodwell's, Aug. 3.
Viminale, Dodwell's, Aug. 20.

CALCUTTA.

Kutsang, Jardine's, July 31.
Talamba, B.I., Aug. 4.
Bengal Maru, N.Y.K., Aug. 8.
Namsang, Jardine's, Aug. 11.
Takliwa, B.I., Aug. 11.
Malacca Maru, N.Y.K., Aug. 16.
Talma, B.I., Aug. 27.

CEBU.

Texas, S.S.S., Aug. 2.
Pennsylvania, S.S.S., Aug. 17.
Golden Star, S.S.S., Aug. 18.

CHEFOO.

Kueichow, B. & S., Aug. 6.
Huichow, B. & S., Aug. 16.

COLOMBO.

Himalaya, Dodwell's, Aug. 3.
Khyber, P. & O., Aug. 3.
Glenogle, Jardine's, Aug. 7.
Patroclus, B.F., Aug. 7.
Fushimi Maru, N.Y.K., Aug. 10.
Havelland, Jebsen, Aug. 10.
Pres. Wilson, Dollar, Aug. 11.
Tamba Maru, N.Y.K., Aug. 11.
Chenonceaux, M.M., Aug. 13.
Kidderpore, P. & S., Aug. 15.
Isar, Melchers, Aug. 16.
Malwa, P. & O., Aug. 17.
Saarbruecken, Melchers, Aug. 23.
Leverkusan, Jebsen, Aug. 24.
Pres. Van Buren, Dollar, Aug. 25.
Athos II., M.M., Aug. 27.
Augsburg, Melchers, Aug. 27.
Tokushima Maru, N.Y.K., Aug. 28.
Kashmir, P. & O., Aug. 31.

COPENHAGEN.

Danmark, Manners, July 31.
Nagara, Gilman's, Aug. 11.

DALNY.

Linan, B. & S., Aug. 1.
Chenan, B. & S., Aug. 8.
Alster, Melchers, Aug. 10.
Coblenz, Melchers, Aug. 28.

DUTCH PORTS.

Lippe, Melchers, July 31.
Danmark, Manners, July 31.
Glenogle, Jardine's, Aug. 7.
Patroclus, B.F., Aug. 7.
City of Athens, Bank, Aug. 9.
Fushimi Maru, N.Y.K., Aug. 10.
Havelland, Jebsen, Aug. 10.
Nagara, Gilman's, Aug. 15.
Isar, Melchers, Aug. 16.
Achilles, B.F., Aug. 20.
Saarbruecken, Melchers, Aug. 23.
Hakozaki Maru, N.Y.K., Aug. 24.
Leverkusan, Jebsen, Aug. 24.
Augsburg, Melchers, Aug. 27.

FOOCHOW.

Haiyang, Douglas, Aug. 2.
Haiching, Douglas, Aug. 6.

GENOA.

Lippe, Melchers, July 31.
Havelland, Jebsen, Aug. 10.
Delagoa Maru, N.Y.K., Aug. 11.
Pres. Wilson, Dollar, Aug. 11.
Agapenor, B.F., Aug. 20.
Leverkusan, Jebsen, Aug. 24.
Saarbruecken, Melchers, Aug. 24.
Pres. Van Buren, Dollar, Aug. 25.
Augsburg, Melchers, Aug. 27.

GLASGOW.

Patroclus, B.F., Aug. 7.
City of Athens, Bank, Aug. 9.
Agapenor, B.F., Aug. 20.

GOTHENBURG.

Nagara, Gilman's, Aug. 13.

HAIPHONG AND HOIHOW.

Kweiyang, B. & S., July 31.
Canton, M.M., Aug. 3.
Kwangtung, B. & S., Aug. 4.
Tean, B. & S., Aug. 8.

HAMBURG.

Lippe, Melchers, July 31.
Danmark, Manners, July 31.
Glenogle, Jardine's, Aug. 7.
City of Athens, Bank, Aug. 9.
Havelland, Jebsen, Aug. 10.
Nagara, Gilman's, Aug. 15.
Isar, Melchers, Aug. 16.
Achilles, B.F., Aug. 20.
Saarbruecken, Melchers, Aug. 23.
Leverkusan, Jebsen, Aug. 24.

HAVRE.

Lippe, Melchers, July 31.
Danmark, Manners, Aug. 1.
Agapenor, B.F., Aug. 20.
Augsburg, Melchers, Aug. 27.

HONOLULU.

Taiyo Maru, N.Y.K., Aug. 7.
Bokuyo Maru, N.Y.K., Aug. 20.
Tenyo Maru, N.Y.K., Aug. 21.

ILOILO.

Ninghai, B. & S., Aug. 1.
Texas, S.S.S., Aug. 2.
Pennsylvania, S.S.S., Aug. 17.
Golden Star, S.S.S., Aug. 18.

JAPAN PORTS.

Emp. of France, C.P.S., July 31.
Glengarry, Jardine's, Aug. 1.
Ixion, B.F., August 1.
Meriones, B.F., Aug. 1.
Yuensang, Jardine's, Aug. 1.
Kashmir, P. & O., Aug. 2.
Talma, B. I., Aug. 3.
Morioka Maru, N.Y.K., Aug. 5.
Ermland, Jebsen, Aug. 6.
Kitano Maru, N.Y.K., Aug. 6.
Piave, Dodwell's, Aug. 6.
Pres. Grant, Dollar, Aug. 6.
Tanada, B. & O., Aug. 6.
Taiyo Maru, N.Y.K., Aug. 7.
Nowshera, P. & O., Aug. 8.
Eurylochus, B.F., Aug. 9.
Alster, Melchers, Aug. 10.
Dalgoma, B.I., Aug. 10.
Igo Maru, N.Y.K., Aug. 12.
Sheafmount, P. & S., Aug. 12.
D'Artagnan, M.M., Aug. 13.
Pres. Lincoln, Dollar, Aug. 13.
Remo, Dodwell's, Aug. 13.
Burgenland, Jebsen, Aug. 16.
Menelaus, B.F., Aug. 15.
Glenapp, Jardine's, Aug. 16.
Morea, P. & S., Aug. 16.
Suisang, Jardine's, Aug. 16.
Friesland, Jebsen, Aug. 17.
Matsuye Maru, N.Y.K., Aug. 17.
Bokuyo Maru, N.Y.K., Aug. 19.
Garbata, B.I., Aug. 20.
Pres. Cleveland, Dollar, Aug. 20.
Emp. of Russia, C.P.S., Aug. 21.
Tenyo Maru, N.Y.K., Aug. 21.
Kumsang, Jardine's, Aug. 23.
Tyndareus, B.F., Aug. 24.
Pres. Madison, A.M.L., Aug. 27.
Sphinx, M.M., Aug. 27.
Glenshiel, Jardine's, Aug. 30.

JAVA PORTS.

Tjibadak, J.C.J.L., Aug. 7.
Tjitaroem, J.C.J.L., Aug. 13.
Tjisondari, J.C.J.L., Aug. 13.
Tjileboet, J.C.J.L., Aug. 27.
Tjikanbang, J.C.J.L., Aug. 28.

LIVERPOOL.

Delagoa Maru, N.Y.K., Aug. 11.
Agapenor, B.F., Aug. 20.

LONDON.

Khyber, P. & O., Aug. 3.
Glenogle, Jardine's, Aug. 7.
Patroclus, B.F., Aug. 7.
City of Athens, Bank, Aug. 9.
Fushimi Maru, N.Y.K., Aug. 10.
Malwa, P. & O., Aug. 17.
Achilles, B.F., Aug. 20.
Hakozaki Maru, N.Y.K., Aug. 24.
Kashmir, P. & O., Aug. 31.

LOS ANGELES.

Pres. Lincoln, Dollar, Aug. 13.
Bokuyo Maru, N.Y.K., Aug. 19.
Pres. Madison, A.M.L., Aug. 27.

MANILA.

Chinese Prince, Furness, Aug. 1.
Ninghai, B. & S., Aug. 1.
Arafura, E. & A., Aug. 2.
Texas, S.S.S., Aug. 2.
Pres. Lincoln, Dollar, Aug. 3.
Havelland, Jebsen, Aug. 10.
Pres. Wilson, Dollar, Aug. 11.
Emp. of Russia, C.P.S., Aug. 13.
Pres. Cleveland, Dollar, Aug. 13.
Tjitaroem, J.C.J.L., Aug. 13.
Isar due from Europe Aug. 16.
Pennsylvania, S.S.S., Aug. 17.
Golden Star, S.S.S., Aug. 18.
Changte, B. & S., Aug. 20.
Kaga Maru, N.Y.K., Aug. 21.
Saarbruecken, Melchers, Aug. 23.
Leverkusan, Jebsen, Aug. 24.
Pres. Van Buren, Dollar, Aug. 25.
Tjileboet, J.C.J.L., Aug. 27.
Malayan Prince, Furness, Aug. 29.

MARSEILLES.

Lippe, Melchers, July 31.
Khyber, P. & O., Aug. 3.
Patroclus, B.F., Aug. 7.
Fushimi Maru, N.Y.K., Aug. 10.
Havelland, Jebsen, Aug. 10.
Delagoa Maru, N.Y.K., Aug. 11.
Nagara, Gilman's, Aug. 11.
Pres. Wilson, Dollar, Aug. 11.
Chenonceaux, M.M., Aug. 13.
Isar, Melchers, Aug. 16.
Malwa, P. & O., Aug. 17.
Achilles, B.F., Aug. 20.
Saarbruecken, Melchers, Aug. 23.
Hakozaki Maru, N.Y.K., Aug. 24.
Athos II., M.M., Aug. 27.
Augsburg, Melchers, Aug. 27.
Kashmir, P. & O., Aug. 31.

NAPLES.

Pres. Wilson, Dollar, Aug. 11.
Pres. Van Buren, Dollar, Aug. 25.

NEWCHWANG.

Linan, B. & S., Aug. 1.
Chenan, B. & S., Aug. 8.

NEW YORK, BOSTON, etc.

Kuma Maru, N.Y.K., Aug. 3.
Springbank, Bank, Aug. 3.
Adrastus, B.F., Aug. 4.
Raby Castle, Dodwell's, Aug. 6.
Pres. Wilson, Dollar, Aug. 11.
Calcutta Maru, N.Y.K., Aug. 17.
Pres. Van Buren, Dollar, Aug. 25.
Malayan Prince, Furness, Aug. 29.

NORTH CHINA.

Ermland, Jebsen, Aug. 6.
Alster, Melchers, Aug. 10.
Burgenland, Jebsen, Aug. 16.
Friesland, Jebsen, Aug. 17.
Coblenz, Melchers, Aug. 28.

ORAN.

Isar, Melchers, Aug. 16.
Saarbruecken, Melchers, Aug. 23.
Leverkusen, Jebsen, Aug. 24.

OSLO.

Danmark, Manners, July 31.

PANAMA.

Kuma Maru, N.Y.K., Aug. 3.
Calcutta Maru, N.Y.K., Aug. 17.
Bokuyo Maru, N.Y.K., Aug. 19.

PENANG.

Lippe, Melchers, July 31.
Kutsang, Jardine's, July 31.
Cremer, J.C.J.L., Aug. 1.
Khyber, P. & O., Aug. 3.
Talamba, B.I., Aug. 4.
Bengal Maru, N.Y.K., July Aug. 9.
Fushimi Maru, N.Y.K., Aug. 10.
Namsang, Jardine's, Aug. 11.
Pres. Wilson, Dollar, Aug. 11.
Takliwa, B.I., Aug. 11.
Tamba Maru, N.Y.K., Aug. 11.
Kidderpore, P. & O., Aug. 15.
Malacca Maru, N.Y.K., Aug. 16.
Malwa, P. & O., Aug. 17.
Pres. Van Buren, Dollar, Aug. 25.
Augsburg, Melchers, Aug. 27.
Talma, B.I., Aug. 27.
Tokushima Maru, N.Y.K., Aug. 28.
Kashmir, P. & O., Aug. 31.

PORTLAND.

Michigan, S.S.S., Aug. 3.
New York, S.S.S., Aug. 14.

RANGOON.

Bengal Maru, N.Y.K., July Aug. 8.
Malacca Maru, N.Y.K., Aug. 16.

SAIGON.

Chenonceaux, M.M., Aug. 13.
Athos II., M.M., Aug. 27.

SANDAKAN.

Arafura, E. &A., Aug. 2.
Mausang, Jardine's, Aug. 3.
Hinsang, Jardine's, Aug. 14.

SAN FRANCISCO.

Michigan, S.S.S., Aug. 3.
Taiyo Maru, N.Y.K., Aug. 7.
Pres. Lincoln, Dollar, Aug. 13.
New York, S.S.S., Aug. 14.
Tenyo Maru, N.Y.K., Aug. 21.
Pres. Madison, A.M.L., Aug. 27.

SCANDINAVIAN PORTS.

Danmark, Manners, July 31.
Nagara, Gilman's, Aug. 15.

SEATTLE.

Ixion, B.F., August 1.
Pres. Grant, Dollar, Aug. 6.
Igo Maru, N.Y.K., Aug. 12.
Pres. Cleveland, Dollar, Aug. 20.
Tyndareus, B.F., Aug. 24.

SHANGHAI.

Emp. of France, C.P.S., July 31.
Fooshing, Jardine's, July 31.
Sunning, B. & S., July 31.
Yingchow, B. & S., July 31.
Ixion, B.F., August 1.
Glengarry, Jardine's, Aug. 1.
Linan, B. & S., Aug. 1.
Yingchow, B. & S., Aug. 1.
Kashmir, P. & O., Aug. 2.
City of Pekin, Bank, Aug. 3.
Meriones, B.F., Aug. 3.
Gurna, B.I., Aug. 4.
Hopsang, Jardine's, Aug. 4.
Szechuen, B. & S., Aug. 4.
Tjisondari, J.C.J.L., Aug. 4.
Kaochow, B. & S., Aug. 5.
Morioka Maru, N.Y.K., Aug. 5.
Ermland, Jebsen, Aug. 6.

SHANGHAI.—*(Continued).*

Kitano Maru, N.Y.K., Aug. 6.
Piave, Dodwell's, Aug. 6.
Pres. Grant, Dollar, Aug. 6.
Taiyo Maru, N.Y.K., Aug. 7.
Hangsang, Jardine's, Aug. 7.
Sinkiang, B. & S., Aug. 7.
Chenan, B. & S., Aug. 8.
Eurylochus, B.F., Aug. 9.
Tjileboet, J.C.J.L., Aug. 9.
Alster, Melchers, Aug. 10.
Yatshing, Jardine's, Aug. 11.
Igo Maru, N.Y.K., Aug. 12.
Sheafmount, P. & S., Aug. 12.
D'Artagnan, M.M., Aug. 13.
Pres. Lincoln, Dollar, Aug. 13.
Remo, Dodwell's, Aug. 13.
Menelaus, B.F., Aug. 15.
Tjikembang, J.C.J.L., Aug. 15.
Burgenland, Jebsen, Aug. 16.
Glenapp, Jardine's, Aug. 16.
Morea, P. & S., Aug. 16.
Asia, Manners, Aug. 17.
Friesland, Jebsen, Aug. 17.
Matsuye Maru, N.Y.K., Aug. 17.
Pres. Cleveland, Dollar, Aug. 20.
Emp. of Russia, C.P.S., Aug. 21.
Tenyo Maru, N.Y.K., Aug. 21.
Tjisalak, J.C.J.L., Aug. 22.
Tjikarang, J.C.J.L., Aug. 25.
Pres. Madison, A.M.L., Aug. 27.
Sphinx, M.M., Aug. 27.
Coblenz, Melchers, Aug. 28.
Glenshiel, Jardine's, Aug. 30.

SINGAPORE.

Lippe, Melchers, July 31.
Kutsang, Jardine's, July 31.
Kweiyang, B. & S., July 31.
Springbank, Bank, July 31.
Cremer, J.C.J.L., Aug. 1.
Himalaya, D'well's, Aug. 3.
Khyber, P. & O., Aug. 3.
Anhui, B. & S., Aug. 4.
Kwangtung, B. & S., Aug. 4.
Talamba, B.I., Aug. 4.
Glenogle, Jardine's, Aug 7.
Patroclus, B.F., Aug. 7.
Bengal Maru, N.Y.K., July Aug. 9.
Nagara, Gilman's, Aug. 8.
Bingo Maru, N.Y.K., Aug. 9.
City of Athens, Bank, Aug. 9.
Fushimi Maru, N.Y.K., Aug. 10.
Havelland, Jebsen, Aug. 10.
Anking, B. & S., Aug. 11.
Kwangchow, B. & S., Aug. 11.
Namsang, Jardine's, Aug. 11.
Pres. Wilson, Dollar, Aug. 11.
Takliwa, B.I., Aug. 11.
Tamba Maru, N.Y.K., Aug. 11.
Chenonceaux, M.M., Aug. 13.
Isar, Melchers, Aug. 14.
Kidderpore, P. & O., Aug. 15.
Malacca Maru, N.Y.K., Aug. 16.
Malwa, P. & O., Aug. 17.
Leverkusan, Jebsen, Aug. 24.
Saarbruecken, Melchers, Aug. 24.
Pres. Van Buren, Dollar, Aug. 25.
Athos II., M.M., Aug. 27.
Augsburg, Melchers, Aug. 27.
Talma, B.I., Aug. 27.
Tokushima Maru, N.Y.K., Aug. 28.
Kashmir, P. & O., Aug. 31.

SOUTH AFRICAN PORTS.

Bingo Maru, N.Y.K., Aug. 9.
Tinhow, Bank, Aug. 12.

SOUTH AMERICAN PORTS.

Bingo Maru, N.Y.K., Aug. 9.

SWATOW.

Fooshing, Jardine's, July 31.
Sunning, B. & S., July 31.
Haiyang, Douglas, Aug. 2.
Anhui, B. & S., Aug. 4.
Hopsang, Jardine's, Aug. 4.
Kaying, B. & S., Aug. 4.
Szechuen, B. & S., Aug. 4.
Haiching, Douglas, Aug. 6.
Hangsang, Jardine's, Aug. 7.
Sinkiang, B. & S., Aug. 7.
Anking, B. & S., Aug. 11.
Kwangchow, B. & S., Aug. 11.
Yatshing, Jardine's, Aug. 11.

TIENTSIN.

Saarbruecken, Melchers, July 31.
Ermland, Jebsen, Aug. 6.
Kueichow, B. & S., Aug. 6.
Cheongshing, B. & S., Aug. 8.
Alster, Melchers, Aug. 10.
Huichow, B. & S., Aug. 16.
Chipshing, Jardine's, Aug. 23.
Coblenz, Melchers, Aug. 28.

TRIESTE AND VENICE.

Himalaya, Dodwell's, Aug. 3.
Viminale, Dodwell's, Aug. 20.

TSINGTAO.

Fooshing, Jardine's, July 31.
Sunning, B. & S., July 31.
City of Pekin, Bank, Aug. 3.
Hopsang, Jardine's, Aug. 4.
Szechuen, B. & S., Aug. 4.
Ermland, Jebsen, Aug. 6.
Hangsang, Jardine's, Aug. 7.
Sinkiang, B. & S., Aug. 7.
Alster, Melchers, Aug. 10.
Yatshing, Jardine's, Aug. 11.
Coblenz, Melchers, Aug. 28.

VANCOUVER, B.C.

Emp. of France, C.P.S., July 31.
Ixion, B.F., August 1.
Emp. of Russia, C.P.S., Aug. 21.
Tyndareus, B.F., Aug. 24.

VICTORIA, B.C.

Emp. of France, C.P.S., July 31.
Ixion, B.F., August 1.
Pres. Grant, Dollar, Aug. 6.
Igo Maru, N.Y.K., Aug. 12.
Pres. Cleveland, Dollar, Aug. 20.
Emp. of Russia, C.P.S., Aug. 21.
Tyndareus, B.F., Aug. 24.

VLADIVOSTOCK.

Glengarry, Jardine's, Aug. 1.
Glenapp, Jardine's, Aug. 16.
Glenshiel, Jardine's, Aug. 30.

WEIHAIWEI.

Kueichow, B. & S., Aug. 6.
Patroclus, B.F., Aug. 7.
Huichow, B. & S., Aug. 16.

EXPECTED ARRIVALS AND MOVEMENTS.

Achilles due from Shanghai Aug. 20.
Adrastus due from Shanghai Aug. 13.
Agapenor due from Shanghai Aug. 20.
Agra left for Shanghai July 27.
Akita Maru left for Japan July 19.
Alaska Maru due from Singapore Aug. 10.
Alipore due from Europe Sept. 10.
Alster due from Europe Aug. 12.
Angsburg due from Shanghai Aug. 27.
Antenor due from Japan Sept. 4.
Arafura due from Japan July 31.
Asia due from Europe Aug. 14.
Asphalion due from Europe Sept. 12.
Athos II. due from Saigon July 30.
Bengal Maru due from Japan Aug. 7.
Benledi due from Singapore Aug. 1.
Bingo Maru due from Japan Aug. 8.
Bokuyo Maru due from Japan July 30.
Bremerhaven arrived from Rabaul July 16.
Burgenland due from Europe Aug. 18.
Calchas due from Europe Sept. 19.
Calcutta Maru due from Singapore Aug. 7.
Canada Maru due from Japan Aug. 5.
Canton left for Europe July 9.
Changte due from Australia Aug. 13.
Chenonceaux due from Shanghai Aug. 13.
Chile due from Europe Sept. 1.
City of Bedford due from Shanghai Aug. 13.
City of Khartoum due from Europe Aug. 30.
City of Kobe due from Europe Aug. 21.
City of Melbourne due from Europe Aug. 30.
City of Peking due from Europe August 2.
Coblenz due from Europe Aug. 23.
Cremer due from Shanghai July 31.
D'Aartagnan due from Europe Aug. 13.
Dalgoma due from Singapore Aug. 8.
Danmark arrived from Shanghai July 25.
Delagoa Maru due from Japan Aug. 11.
Delbank due from Shanghai Aug. 26.
Emp. of Asia arrived Vancouver July 27.
Emp. of France arrived from Manila July 28.
Emp. of Russia due from Japan Aug. 12.
Ermland due from Europe Aug. 6.
Eurylochus due from Europe Aug. 9.
Friesland due from Europe Aug. 17.
Fushimi Maru due from Shanghai Aug 9.
Garbeta due from Singapore Aug. 18.
Glenamoy due from Shanghai Sept. 4.
Glenapp due from Europe Aug. 16.
Glengarry due from Europe Aug. 2.
Glenogle due from Shanghai Aug. 7.
Glenshane arrived from Shanghai July 23.
Glenshiel due from Europe Aug. 30.
Gurna due from Singapore Aug. 4.
Hakozaki Maru due from Shanghai Aug. 23.
Hakusan Maru due from Japan Sept. 6.
Hamburg Maru due from Singapore Aug. 18.
Haruna Maru due from Singapore Aug. 18.
Hector due from Manila Aug. 22.
Himalaja left for Shanghai July 3.
Honolulu Maru due from Singapore Aug. 2.
Indus Maru due from Singapore Aug. 22.
Isar due from Europe Aug. 16.
Ixion arrived from Japan July 22.
Iyo Maru due from Japan July 29.
Java due from Shanghai Aug. 26.
Kaga Maru due from Japan Aug. 20.
Kako Maru due from Singapore Aug. 16.
Kanchow due from Shanghai Aug. 1.
Karmala due from Europe Aug. 29.
Kasado Maru due from Japan Aug. 17.
Kashima Maru due from Singapore July 28.
Kashmir due from Singapore Aug. 1.
Kawachi Maru due from Japan Aug. 29.
Khyber due from Shanghai Aug. 3.
Kidderpore due from Shanghai Aug. 15.
Kitano Maru due from Singapore Aug. 5.
Korea Maru due from Japan Aug. 26.
Kuma Maru due from Singapore Aug. 2.
Laomedon due from Singapore Aug. 20.
Leverkusan due from Shanghai Aug. 24.
Lyons Maru due from Japan Sept. 13.
Malwa due from Shanghai Aug. 17.
Mantua due from Europe Sept. 12.
Mausang due from Sandakan Aug. 1.
Menelaus due from Europe Aug. 15.
Mentor due from Europe Sept. 3.
Meriones due from Europe Aug. 3.
Mirzapore due from Europe Sept. 1.
Montevides Maru due from Japan July 29.
Morea due from Europe Aug. 16.
Morioka Maru due from Singapore Aug. 4.
Muroran Maru left for Japan July 27.
Nagano Maru left for Japan July 2.
Nagpore due from Europe Sept. 1.
Norviken arrived from Sandakan July 19.
Nowshera due from Singapore Aug. 8.
Oanfa due from Europe Sept. 7.
Orestes due from Shanghai Aug. 20.
Patroclus due from Shanghai Aug. 6.
Penang Maru arrived from Singapore July 18.
Philoctetes left for Shanghai July 18.
Piave due from Europe Aug. 16.
Porthos due from Shanghai July 30.
Pres. Cleveland due from U.S.A., Aug. 12.
Pres. Garfield due from Shanghai Sept. 7.
Pres. Grant due from Manila Aug. 5.
Pres. Johnson left for Manila July 13.
Pres. Lincoln due from Shanghai Aug. 2.
Protesilaus, due from Europe Sept. 7.
Pyrrhus due from Europe Aug. 16.
Rajputana arrived London July 20.
Rakuyo Maru due from Singapore Sept. 5.
Rangoon Maru left for Singapore July 16.
Rhexenor due from Singapore Sept. 17.
Saarbruecken due from Shanghai Aug. 24.
Sado Maru left for Japan July 31.
Sheafmount due from Europe Aug. 4.
Shidzuoka Maru due from Japan Aug. 23.
Sphinx due from Europe Aug. 27.
St. Albans due from Australia Sept. 9.
Sumatra due from Europe Sept. 2.
Szechuen due from Swatow July 31.
Taiyo Maru due from Japan July 29.
Takada due from Singapore Aug. 14.
Takliwa due from Japan Aug. 9.
Talamba due from Amoy Aug. 1.
Talma due from Singapore Aug. 1.
Tamba due from Japan Aug. 10.
Tanda due from Manila Aug. 5.
Tatsuno Maru left for Japan July 3.
Tennesee due Aug. 10.
Tenyo Maru due from Japan Aug. 13.
Teucer due from Europe Sept. 12.
Tilawa left for Singapore July 25.
Tjibadak due from Shanghai Aug. 5.
Tjikarang due from Java Aug. 24.
Tjikembang due from Java Aug. 14.
Tjileboet due frim Java Aug. 7.
Tjisalak due from Java Aug. 21.
Tjisaroea due from Java Sept. 4.
Tjisondari due from Java Aug. 3.
Tjitaroem due from Shanghai Aug. 11.
Tottori Maru Singapore Aug. 15.
Tyndareus due from Singapore Aug. 11.
Viminale due from Shanghai Aug. 20.
Yokohama Maru due from Japan Sept. 5.

NOTICE TO CONSIGNEES.

"ELLERMAN" LINE.

FROM EUROPE.

THE Steamship
"CITY OF PEKIN"
having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 5th August, 1929, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before 12th August, 1929, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 A.M. and Noon, within the Free Storage period of One Week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JOHN D. ELLERMAN LINES, LTD.,
General Agents.
Hong Kong, 30th July, 1929. [8179

CONSIGNEE NOTICES.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "ATHOS II."

ARRIVED HONG KONG ON TUESDAY, THE 30TH JULY, 1929.

FROM MARSEILLES, &c.,
ALSO BRINGING CARGO
FROM BORDEAUX, &c.,
EX S.S. "TENERIFFA."

CONSIGNEES of Cargo by the above named Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery can be obtained.

Goods not cleared within 7 days including date of arrival, will be subject to Rent.

All Claims must be sent to the Undersigned before Thursday, the 8th August, 1929, or they will not be recognised.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas at 10 a.m. on Saturday, the 3rd August, 1929.

No Claims will be admitted after the Goods have left the Godowns.

No Fire Insurance will be effected by us in any case whatever.

L. LESDOS,
Agent.
Hong Kong, 30th July, 1929. [8177

PRINCE LINE.

NOTICE TO CONSIGNEES

FROM NEW YORK.

THE Motor Vessel
"CHINESE PRINCE"
having arrived from the above Port on 29th instant, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Friday, 2nd August, 1929, at 10 A.M.

All Claims must be presented within 15 Days of the Vessel's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th August, 1929, will be subject to Rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

FURNESS (FAR EAST), LTD.,
2nd Floor, King's Building,
Connaught Road.
Telephone No. C. 8165.
Hong Kong, 29th July, 1929. [8172

NORDDEUTSCHER LLOYD, BREMEN.

THE Steamer
"SAARBRUECKEN"
having arrived from BREMEN, HAMBURG and Ports, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

Consignees are further notified that the Steamer "SAARBRUECKEN" has taken at HAMBURG and BREMEN Through Cargo for HONG KONG, Ex S.S. "JELO," S.S. "BORN" and S.S. "STAR" from OSLO and KOTKA.

All Goods remaining undelivered after the 5th of August, 1929, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ashe at 10 a.m. on the 3rd of August, 1929.

No Claim will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognised.

Consignees are requested to surrender their Bills of Lading to the Undersigned for Countersignature.

MELCHERS & CO.,
Agents:
NORDDEUTSCHER LLOYD, BREMEN
Hong Kong, 29th July, 1929. [8174

HAMBURG AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Motor Vessel
"LEVERKUSEN"
having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Vessel's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st August, 1929, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 31st July, 1929, at 10 a.m. by our Surveyors, Messrs. Goddard and Douglas.

All Claims must reach us before the 15th August, 1929, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

MELCHERS & CO.,
Agents.
Hong Kong, 25th July, 1929. [8157

CHINA NAVIGATION
COMPANY, LIMITED.

Hoihow & Singapore	"KWEIYANG"	On 31st July,	10 a.m.
Swatow, Shanghai & Tsingtao	"SUNNING" ...	On 31st July,	Noon
S'tuao, S'hai., N'chwang. & Dalny	"LINAN" ...	On 1st Aug.,	Daylight
Manila & Iloilo	..."NINGHAI"	On 1st Aug.,	2 p.m.
Amoy & Shanghai	..."YINGCHOW"	On 1st Aug.,	5 p.m.
Amoy, Swatow & Singapore	..."ANHUI" ...	On 4th Aug.,	8 a.m.
Swatow, Shanghai & Tsingtao	"SZECHUEN"...	On 4th Aug.,	10 a.m.
Haiphong, Hoihow & Singapore	"KWANGTUNG"	On 4th Aug.,	10 a.m.
Swatow & Bangkok	.. "KAYING" ...	On 4th Aug.,	Noon
Shanghai	.. "KANCHOW"	On 5th Aug.,	5 p.m.
Swatow, Weihaiwei, Chefoo & Tientsin	.. "KUEICHOW"	On 6th Aug.,	11 a.m.
Swatow, Shanghai & Tsingtao	..."SINKIANG"...	On 7th Aug.,	2 p.m.
Hoihow, Pakhoi & Haiphong	"TEAN" ...	On 8th Aug.,	11 a.m.
Amoy, S'hai., N'chwang & Dalny	"CHENAN" ...	On 8th Aug.,	5 p.m.
Amoy, Swatow & Singapore	..."ANKING" ...	On 11th Aug.,	8 a.m.
Swatow & Bangkok	..."KWANGCHOW"	On 11th Aug.,	Noon
Weihaiwei, Chefoo & Tientsin	..." HUICHOW "...	On 16th Aug.,	11 a.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents.
TELEPHONE CENTRAL 36.

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Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG to SYDNEY—19 DAYS.

Steamer	Due Hong Kong	Due to Sail
CHANGTE	13th August	20th August
TAIPING	10th September	17th September
CHANGTE	11th October	18th October

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CHENONCEAUX	... 13th Aug.
ATHOS II ...	... 27th Aug.
D'ARTAGNAN...	... 10th Sept.
SPHINX ...	... 24th Sept.
ANGERS ...	... 8th Oct.
G. METZINGER	...22nd Oct
ANDRE LEBON	... 5th Nov.
PORTHOS ...	... 19th Nov.

To Yokohama via Shanghai and Kobe.

D'ARTAGNAN	... 13th Aug.
SPHINX ...	... 27th Aug.
ANGERS ...	... 10th Sept.
G. METZINGER	... 24th Sept.
ANDRE LEBON	... 8th Oct.
PORTHOS ...	... 22nd Oct.
CHENONCEAUX	.. 5th Nov.
ATHOS II ...	... 19th Nov.

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ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	JULY 29, 1929. Hong Kong Standard Time	Barometer at Sea Level Inches	Barometer at Sea Level Millrs.	Temperature	Humidity	Wind Direction	Wind Force (Beaufort)	Weather (Beaufort)	JULY 30, 1929. Hong Kong Standard Time	Barometer at Sea Level Inches	Barometer at Sea Level Millrs.	Temperature	Humidity	Wind Direction	Wind Force (Beaufort)	Weather (Beaufort)
Wladivostock	12	29.85	758.2	83	...	SE	1	c	6	29.75	755.5	74	...	SE	2	o
Nemuro	11	29.76	756.0	...	...	S	S	...	5	29.80	757.0	...	...	...	0	...
Hokodate	,,	29.82	757.5	...	...	S	1	...	,,	29.88	759.0	...	...	...	...	...
Tokio	,,	29.90	759.5	...	...	S	1	...	,,	29.96	761.0	...	...	NNE	1	...
Kochi	,,	29.92	760.0	...	...	SE	1	...	,,	29.96	761.0	...	...	...	0	...
Nagasaki	,,	29.96	761.0	...	...	W	1	...	,,	29.98	761.5	...	...	...	...	...
Kagoshima	,,	29.94	760.5	...	...	E	1	...	,,	29.96	761.0	...	...	...	0	...
Oshima	,,	29.92	760.0	...	...	SE	1	...	,,	29.92	760.0	...	...	...	...	...
Naha	,,	29.92	760.0	...	...	SE	2	...	,,	29.92	760.0	...	...	ESE	1	...
Ishigakijima	,,	29.80	757.3	...	...	SE	S	...	,,	29.86	758.5	...	...	S	1	...
Bonin Island	,,	29.92	760.0	...	...	E	1	...	,,	29.96	761.0	...	...	...	0	...
Chefoo	13	29.72	754.9	92	67	S	4	b	6	29.75	755.5	83	92	SW	4	b
Shanghai	14	29.81	757.2	93	59	SE	4	b	,,	29.86	758.4	77	96	ESE	4	b
Gutzlaff	,,	29.89	759.2	83	83	SE	6	b	,,	29.91	759.7	78	95	SE	6	b
Sharp Peak	,,	29.61	752.1	83	87	ENE	6	o	7	29.74	755.4	78	93	SSE	4	r
Amoy	,,	29.55	750.5	84	87	SE	2	o	6	29.65	753.1	80	92	S	2	o
Swatow	,,	29.58	751.3	90	74	W	1	o	,,	...	...	...	...	...	...	...
Taihoku	11	29.61	752.1	82	70	ESE	4	o	5	29.79	756.6	75	94	...	0	o
Taichu	,,	29.61	752.1	77	...	...	0	r	,,	29.82	757.5	70	...	...	0	r
Tainan	,,	29.56	750.9	81	...	SSW	2	o	,,	29.78	756.3	75	...	ESE	2	r
Koshun	,,	29.68	753.9	77	...	SSW	4	r	,,	29.79	756.6	77	...	...	0	r
Pescadores	,,	29.53	750.0	86	...	SSE	1	o	,,	29.74	755.4	77	...	SSE	6	r
Hong Kong	14	29.63	752.6	86	67	WNW	2	c	6	29.64	752.8	78	94	W	1	o
Gap Rock	,,	29.65	753.1	...	...	SW	4	o	,,	29.66	753.3	...	...	SW	4	o
Macao	,,	29.61	752.1	93	71	S	2	o	,,	29.60	751.8	79	90	SW	4	o
Hoihow	,,	...	...	...	...	...	...	...	,,	...	...	...	...	...	...	...
Pratas Island	,,	29.66	753.3	87	73	W	2	o	,,	29.69	754.1	79	92	W	3	r
Phulien	15	29.47	748.5	75	100	WNW	7	rf	7	...	...	...	...	...	...	...
Tourane	,,	29.59	751.5	86	...	E	4	o	,,	...	...	...	...	...	...	...
Cape St. James	,,	29.80	756.9	84	...	SSW	2	o	,,	...	...	...	...	...	...	...
Basco	14	29.76	756.0	79	89	SSW	2	o	6	29.80	756.9	73	94	W	1	o
Aparri	,,	29.73	755.1	86	75	SW	2	o	,,	29.80	756.9	75	96	...	0	o
Tuguegarao	,,	29.78	755.1	86	68	N	1	o	,,	29.80	756.9	75	98	...	0	o
Vigan	,,	29.74	755.4	84	71	SSW	4	o	,,	29.79	756.6	77	89	SW	1	•
Manila	,,	29.78	756.3	86	75	SW	4	o	,,	29.82	757.5	77	96	ENE	1	o
Legaspi	,,	29.74	755.4	90	69	S	4	o	,,	29.79	756.6	77	92	...	0	o
Calboyog	,,	29.79	756.6	86	71	S	2	o	,,	29.81	757.2	75	96	NW	1	o
Tacloban	,,	29.79	756.6	86	71	NW	4	o	,,	...	...	...	...	...	...	...
Iloilo	,,	29.78	756.3	...	...	SW	4	o	,,	29.82	757.5	77	91	...	0	o
Cebu	,,	29.79	756.6	84	64	S	4	o	,,	29.81	757.2	79	84	S	1	b
Surigao	,,	29.79	756.6	82	74	WSW	2	o	,,	29.79	756.6	73	92	SW	1	o
Saipan	...	...	...	...	...	...	...	...	5	...	...	...	...	...	...	...
Guam	12.22	29.75	755.7	...	...	SE	2	o	4.22	29.82	757.5	...	...	E	1	o
Yap	11.00	29.78	756.3	...	...	ESE	2	o	5	29.82	757.5	...	...	SSW	2	r
Pelew	...	...	...	...	...	...	...	...	,,	...	...	...	...	...	...	...
Ponape	...	...	...	...	...	...	...	...	,,	...	...	...	...	...	...	...
Labuan	14	29.81	757.2	86	84	SW	2	b	6	29.84	757.9	77	94	...	0	b

July 29d. 17h. 35m.—Warning to Hong Kong, Coast Ports, &c.:—Typhoon of unknown intensity within 60 miles of Lat. 24° N. Long. 119° E., moving N.W.

July 30d. 12h. 02m.:—An anticyclone is central between Japan and the Bonins. The eastern typhoon entered the coast near Amoy and is now over Kiang-si, probably filling up.

Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0·26 inch. Total since January 1, 36·46 inches, against an average of 51·10 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON JULY 31.

District.	Forecast.
1.—Formosa Channel	S. winds, fresh to moderate.
2.—South coast of China between Hong Kong and Lamocks	S.W. winds, moderate; cloudy, rain.
3.—Hong Kong to Gap Rock	
4.—South coast of China between Hong Kong and Hainan	

B. D. EVANS, *Chief Assistant.*

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, July 30.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.68	29.69	29.65
Temperature	83	81	82
Humidity	75	92	82
Wind—			
Direction	SW	Calm	SSW
Force	S	0	S
Weather	OP	O	O
Rain	0.10	0.00	0.26

Highest open-air Temperature, 29·87
Lowest open-air Temperature, 30·76

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

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AFTER YOU GO AWAY

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HONG KONG TIDE TABLE.

From July 31 to August 6, 1929.

Day of Week	Date of Month	High Water. Hong Kong Standard Time.	High Water. Height.	Low Water. Hong Kong Standard Time.	Low Water. Height.
		h. m.	ft. in.	h. m.	ft. in.
Wed.	31	m 4 22	5 8	m 0 2	2 2
		6 3 a	4 0	10 32 a	3 3
Thur.	1	m 5 17	6 4	1 18 a	1 5
		7 33 a	3 9	11 26 a	3 4
Fri.	2	m 6 14	7 0	—	—
		8 46 a	3 9	2 9 a	0 9
Sat.	3	m 7 10	7 5	m 0 25	3 4
		9 44 a	4 0	2 54 a	0 4
Sun.	4	m 8 4	7 9	m 1 22	3 3
		10 20 a	4 1	3 37 a	0 1
Mon.	5	m 8 57	8 1	m 2 15	3 2
		11 7 a	4 2	4 18 a	0 0
Tues.	6	m 9 49	8 1	m 3 5	3 0
		11 39 a	4 3	4 57 a	0 2

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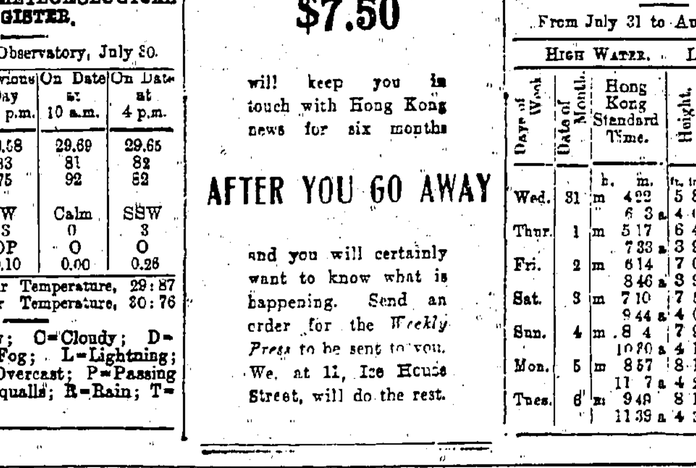

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INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.
SAILINGS SUBJECT TO ALTERATIONS

To	Steamship	Date
TSINGTAU via SWATOW & SHANGHAI ...	"FOOSHING"	Wed., 31st July, at Noon
	"HOPSANG"	Sun., 4th Aug., at Noon
	"HANGSANG"	Wed., 7th Aug., at Noon
	"YATSHING"	Sun., 11th Aug., at Noon
OSAKA via AMOY, MOJI & KOBE ...	"YUENSANG"	Thurs., 1st Aug., at 7 a.m.
	"SUISANG"	Fri., 16th Aug., at 7 a.m.
	"KUMSANG"	Fri., 23rd Aug., at 7 a.m.
	"HOSANG"	Satur., 31st Aug., at 7 a.m.
SINGAPORE, PENANG & CALCUTTA ...	"KUTSANG"	Wed., 31st July, at 3 p.m.
	"NAMSANG"	Sun., 11th Aug., at 3 p.m.
SANDAKAN ...	"MAUSANG"	Satur., 3rd Aug., at 3 p.m.
	"HINSANG"	Wed., 14th Aug., at 3 p.m.
TIENTSIN ...	"CHEONGSHING"	Thurs., 8th Aug., at Noon
	"CHIPSHING"	Fri., 23rd Aug., at 10 a.m.

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Motor Vessel "GLENOGLE"	7th August
Motor Vessel "GLENAMOY"	4th Sept.
Motor Vessel "GLENAPP"	2nd October
Motor Vessel "GLENSHIEL"	16th October

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Motor Vessel "GLENGARRY"	1st August
Motor Vessel "GLENAPP"	16th August
Motor Vessel "GLENSHIEL"	30th August
Motor Vessel "GLENLUCE"	16th Sept.
Steamship "CARNARVONSHIRE" ...	27th Sept.

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*Freight S.S. "Lippe"	...	departure 31st July
Express Freight S.S. "Isar"	...	departure 16th Aug.
Pass. S.S. "SAARBRUECKEN"	...	departure 23rd Aug.
Freight S.S. "Augsburg"	... ...	departure 27th Aug.
Express Freight S.S. "Alster"	...	departure 13th Sept.
Pass. S.S. "COBLENZ"	... ...	departure 21st Sept.
Express Freight S.S. "Franken"	... ...	departure 11th Oct.
Pass. M.S. "FULDA"	... ...	departure 19th Oct.

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Pass.	S.S. "COBLENZ"	...	due here 22th Aug.
Freight	S.S. "Franken"	... ...	due here 7th Sept.
Pass.	M.S. "FULDA"	... ...	due here 24th Sept.
Pass.	S.S. "Main"	... ...	due here 5th Oct.
Pass.	S.S. "TRIER"	...	due here 22nd Oct.

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SWATOW, AMOY & FOOCHOW
AND RETURN
(Occupying 8 to 9 Days)

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HAICHING	... ...	Tuesday, the 6th Aug., at 2 p.m.

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	Hong Kong Leave	S'hai. Leave	Kobe Leave	Y'hama. Leave	V'couver. Arrive
EMPRESS OF RUSSIA	Aug. 21	Aug. 24	Aug. 27	Aug. 29	Sept. 9
EMPRESS OF ASIA	Sept. 4	Sept. 7	Sept. 10	Sept. 12	Sept. 21
EMPRESS OF FRANCE	Spet. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 12
EMPRESS OF RUSSIA	Oct. 9	Oct. 12	Oct. 15	Oct. 17	Oct. 26
EMPRESS OF ASIA	Oct. 30	Nov. 2	Nov. 5	Nov. 7	Nov. 16
EMPRESS OF CANADA	Nov. 13	Nov. 16	Nov. 19	Nov. 21	Nov. 30
EMPRESS OF RUSSIA	Nov. 27	Nov. 30	Dec. 3	Dec. 5	Dec. 14
EMPRESS OF ASIA	Dec. 18	Dec. 21	Dec. 24	Dec. 26	Jan. 4
EMPRESS OF CANADA	Jan. 15	Jan. 18	Jan. 21	Jan. 23	Feb. 1
EMPRESS OF RUSSIA	Feb. 5	Feb. 8	Feb. 11	Feb. 13	Feb. 22
EMPRESS OF ASIA	Feb. 26	Mar. 1	Mar. 4	Mar. 6	Mar. 15
EMPRESS OF CANADA	Mar. 12	Mar. 15	Mar. 18	Mar. 20	Mar. 29
EMPRESS OF RUSSIA	Apr. 2	Apr. 5	Apr. 8	Apr. 10	Apr. 19

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Leave Hong Kong	Arrive Manila		Leave Manila	Arrive Hong Kong
Aug. 13	Aug. 15	EMPRESS OF RUSSIA	Aug. 16	Aug. 18
Aug. 27	Aug. 29	EMPRESS OF ASIA	Aug. 30	Sept. 1

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" " " KOBE "	...	H.K. $210
" " " YOKOHAMA "	...	H.K. $235

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
TAIYO MARU ... ... Wednesday, 7th August
TENYO MARU ... Wednesday, 21st August

SEATTLE, VICTORIA via Shanghai & Japan Ports.
IYO MARU ... ... Monday, 12th August
SHIZUOKA MARU ... ... Monday, 9th Sept.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM, via Singapore, Penang, Colombo & Suez.
FUSHIMI MARU ... ... Saturday, 10th August
HAKOZAKI MARU ... ... Saturday, 24th August

SYDNEY & MELBOURNE via Manila & Ports.
KAGA MARU ... ... Wednesday, 21st August
TANGO MARU ... ... Wednesday, 25th Sept.

BOMBAY via Singapore, Penang & Colombo
TAMBA MARU ... ... Sunday, 11th August
† TOKUSHIMA MARU ... Wednesday, 28th August

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
BOKUYO MARU ... ... Monday, 19th August

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
BINGO MARU ... ... Friday, 9th August

NEW YORK, BOSTON, HAVANA via PANAMA.
† KUMA MARU ... ... Saturday, 3rd August
† CALCUTTA MARU ... ... Saturday, 17th August

LIVERPOOL via Port Said, Constantinople, Genoa & Marseilles.
† DELAGOA MARU ... ... Sunday, 11th August

CALCUTTA via Singapore, Penang & Rangoon.
† BENGAL MARU ... ... Thursday, 8th August
† MALACCA MARU ... ... Friday, 16th August

SHANGHAI, KOBE & YOKOHAMA
† MORIOKA MARU (Kobe direct) ... Monday, 5th August
KITANO MARU ... ... Tuesday, 6th August
† MATSUYE MARU ... ... Saturday, 17th August
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Telephones: C. No. 292 and 3897. (Private exchanges to all Depts.) [7

TO MERCHANTS & IMPORTERS

NEW YORK TO HONG KONG

IN 47 DAYS

By REGULAR FORTNIGHTLY SAILINGS OF THE

PRINCE LINE

"ROYAL PRINCE" Sails New York 27th July arrives H'kong. 12th Sept.
"CINGALESE PRINCE" " " 10th Aug. " " 28th "
"IMPERIAL PRINCE" " " 24th " " " 10th Oct.

AGENTS: FURNESS (FAR EAST), LTD. Phone C. 8165.
King's Building.

Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 12,200 TONS; THROUGH CARGO 18,700 TONS.

Cargo returns shown at the Harbour Office during the 24 hours ended at 9 a.m. yesterday by vessels arriving in Hong Kong were as follow:—

	Cargo for H.K.	Through Ports.
British.		
Chinese Prince, New York	210	189
Fooshing, Canton	—	140
Maousang, Bomes	3,000	—
	3,210	329
German.		
Kathe, Dairen	300	1,500
Saarbrucken, Bremen	460	3,870
	760	5,370
Dutch		
Tjimanoek, Batavia	30	840
	30	840
Norwegian		
Hermod, Port Wallut	—	2,100
Kronviken, Samarindo	500	2,000
	500	4,100
Japanese		
Suki Maru, Japan	2,400	900
Toyo Maru, Dairen	1,870	—
Koyo Maru, Kurren	630	900
Sado Maru, Bombay	550	6,310
	5,450	6,310
Chinese		
Tai Foo Shing, Saigon	2,300	—
Shui Hing, Macao	40	—
	2,340	—
Total	12,290	18,749

Arrivals and Departures.

The arrivals and departures during the period under review were as follow:—

	Arr.	Dep.
British	3	6
German	3	2
Dutch	1	0
Norwegian	3	2
Japanese	4	3
Chinese	2	3
Siamese	0	1
American	0	2
Italian	0	1
Total	16	20

WARSHIPS IN HARBOUR.

The following warships are now in port:—

Basin:—H.M.S. Tamar, L.19, Sirdar.
North Arm:—Somme.
West Wall Dock:—Castor.
In Dock:—Sterling, Stormcloud, Cicala.
Foreign Men of War:—U.S.S. Mindanao; French g.b. Vigilante; Chinese cruiser Chungshan.

DAILY WATERFRONT NEWS.

Passenger Traffic Figures.

The passenger traffic figures for the week ending July 29, as published by the Harbour office show a greater number of departures than arrivals:—

	Arr.	Dept.
Ocean going steamers	11,564	11,272
River steamers	25,248	29,360
Junks and launches	318	333
Total	38,130	41,205

Asiatic Deck Passengers.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Mausang (Br.) Simpona and Sandakan	16
Tjimanoek (Dutch) Batavia and Amoy	135
Sado Maru (Jap.) Bombay and Singapore	12
Tai Foo Shing (Chi.) Saigon	12
Total	198

Vessels at the Docks and Anchorages.

The following vessels were registered at the Habour Office as being at the undermentioned Dockyards and Anchorages at 9 a.m. yesterday:—

Kowloon Dock:—Juno, Raby Castle, Yatshing.
Cosmopolitan Dock:—Seistan.
Taikoo Dock:—Ninghai, Anhui, Ixion.
Shamshuipo Bay:—Cheong On, Hung Hai, Tin Yat, Man Hing, Tin Sze, Wo Wai, Sunkong, New Mathilde, Tin Ting, Anjou, Sun Sai Kai, Lee Man, Cassum, Hoi Sang, Toi Shan.
Kowloon Bay:—Hwah Cheng, City of Bedford.
Yaumati:—Derwent, Venezia, Telemachus, Svale, Tenshin Maru, Mausang.
Stonecutters:—Hermod.

PASSENGERS.

Arrivals.

The following passengers arrived by the s.s. President Grant, from the United States and Shanghai:—For Hong Kong: Mr. E. A. Anderson, Mr. Chan Kim Hun, Mr. Chan Wing, Mr. J. P. Chee, Mr. Gibson Chen, Mr. Cheng Chong, Mr. Cheng Nan, Mr. Cheung Bark Yai, Mr. Cheung Hoi Ming, Mr. Cheong Chong Hung, Miss S. K. Chun, Mr. G. W. Coffey, Mr. W. L. Ho, Mr. and Mrs. Mok A. Hon, Mr. Don King, Mr. S. Y. King, Mr. P. L. Kuo, Mr. Wm. E. Larkin, Mr. C. Lee, Mr. Dickson Lee, Mrs. E. Leubbert, Miss Louise Leubbert, Miss Anna Leubbert, Mr. T. K. Lin, Miss Rosamond Livingston, Mr. P. Lokumal, Mr. and Mrs. C. Massey, Mrs. C. E. Meyer, Master Bruce Meyer, Miss Phyllis Meyer, Miss Mary L. Meyer, Mr. P. J. Michelbacher, Mr. F. L. Montgomery, Mr. Lodge Poon, Mr. S. K. Quan, Mr. Y. M. Quan, Mr. and Mrs. E. G. Schwartz, Mr. P. L. Smythe, Mr. and Mrs. S. K. Tam, Master Tam, Rev. and Mrs. Hugh Taylor, Mr. Chih Tu, Mr. Wai Tung Sing, Mr. J. Watson, Mr. Wong Ching Ping, Mr. H. F. S. Wong, Mr. Thomas Wong, Mrs. L. J. Woodman, Madame C. C. Wu, Mr. M. T. Wu, Mr. V. C. Wu, Mr. Wylie, Mr. Yang Too. For Manila: Mr. Leon B. Archer, Miss Christine Barr, Mr. C. C. Bartolome,

(*Continued on next Column.*)

Mr. and Mrs. E. A. Best, Master Howard Best, Miss Margaret Best, Mr. Ralph Busick, Mr. E. C. Childs, Mr. E. K. Dyer, Mr. and Mrs. H. W. Gerber, Lieut. B. M. Hall, Mr. and Mrs. E. C. Hoffman, Miss J. A. Hoffman, Miss Ann Leyden, Capt. and Mrs. M. D. Jephson, Mr. L. Lichtenstein, Lieut. Harry B. Liversedge, Miss Julie Lombard, Miss Mary Lombard, Mrs. John C. More, Miss Eleanor C. T. Moss, Mrs. Wm. H. Namack, Miss Elizabeth Namack, Miss Margot Perry, Mrs. A. Pratt, Mrs. Fred W. Prising, Mr. Antonio de los Reyes, Lieut. Harold E. Rosecrans, Mr. Henry M. Snyder, Miss Kathryn Temple, Mrs. D. Turner, and Miss Kathryn Wolf.

ARRIVALS.

July 29.

Saarbrucken, German str., 5,383 tons, Capt. Johann Meyer, from Manila, Kowloon Wharf.—Melchers & Co.

July 30.

Athos II., French str., 8,947 tons, Capt. A. Vieq, from Saigon, buoy No. A4.—M.M. & Co.

City of Pekin, British str., 4,426 tons, Capt. A. Sproule, from Singapore, Holt's Wharf.—Bank Line.

Deli Maru, Japanese str., 2,173 tons, Capt. R. Yamamoto, from Canton, O.S.K. Wharf.—O.S.K.

Hermod, Norwegian str., 840 tons, Capt. L. H. Paulsen, from Canton, Stonecutters. — Sang Lee & Co.

Hong Peng, British str., 2,525 tons, Capt. C. Cowan, from Singapore, buoy No. A10.—Ho Thong & Co.

Koyo Maru, Japanese str., 903 tons, Capt. S. Watanabe, from Keelung, buoy No. B50.—M.B.K.

Mau Sang, British str., 2,063 tons, Capt. Y. F. Matthews, from Sandakan, Yaumati Wharf.—J. M. & Co.

Michigan, American str., 3,474 tons, Capt. R. C. Rechner, from Manila, buoy No. A25.—States S.S. & Co.

Nam Peng, Portuguese str., 573 tons, Capt. Pessanha, from Hoihow, buoy No. C41.—Shun On S.S. & Co.

Porthos, France str., 12,691 tons, Capt. Monod, from Shanghai, Kowloon Wharf.—M.M. & Co.

Pres. Grant, American str., 14,119 tons, Capt. M. M. Jensen, from Los Angeles and Shanghai, Kowloon Wharf.—A.M.L.

Suki Maru, Japanese str., 1,986 tons, Capt. R. Hirono, from Sakito, buoy No. C49.—Y.K.K.

Sungshan Maru, Japanese str., 1,503 tons, Capt. G. Kawamura, from Swatow, buoy No. C39.—N.Y.K.

Yuen Sang, British str., 1,983 tons, Capt. M. Costello, from Calcutta *via* Singapore, Kowloon Wharf.

CLEARANCES.

July 30.

Athos II., for Shanghai.
Borneo, for Saigon.
City of Peking, for Shanghai.
Dorry, for Hoihow.
Emp. of France, for Shanghai.
Haining, for Swatow.
Hermod, for Canton.
Hong Peng, for Swatow.
Koyo Maru, for Canton.
Kweiyang, for Hoihow.
Porthos, for Saigon.
Pres. Grant, for Manila.
Svale, for Macao.
Tjimanoek, for Manila.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ..... *ELLERMAN* LINE

"CITY OF ATHENS" ... London, Rotterdam, Amsterdam & Hamburg ... 9th August

NEW YORK, BOSTON & BALTIMORE ..... AMERICAN AND MANCHURIAN LINE

"CITY OF CANBERRA" ... ... via Suez Canal ... ... 10th Sept.
"CITY OF NORWICH" ... ... via Suez Canal ... ... 8th October

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ANDREW WEIR & CO.

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BOSTON, NEW YORK, PHILADELPHIA & BALTIMORE ..... AMERICAN & ORIENTAL LINE
"SPRINGBANK" ... ... 3rd August

MAURITIUS & SOUTH AFRICA ..... ORIENTAL AFRICAN LINE
"TINHOW" ... ... 12th August

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimaine, Tete, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

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P. & O., British India Apcar and Eastern & Australian Lines

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PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons.	From Hongkong (about)	Destination
†* "KHYBER"	9,114	3rd Aug., Noon	Marseilles, London and Hull.
*"KIDDERPORE"	5,334	15th Aug.	Straits, Colombo & Bombay
"MALWA"	10,980	17th Aug.	Bombay, Marseilles and London.
†"KASHMIR"	8,985	31st Aug.	Marseilles, London and Hull.
"MOREA"	10,953	14th Sept.	Bombay, Marseilles and London.
"MANTUA"	10,946	28th Sept.	Bombay, Marseilles and London
*"MIRZAPORE"	6,715	2nd Oct.	Straits, Colombo & Bombay
*"ALIPORE"	5,273	9th Oct.	Straits, Colombo & Bombay
†"KARMALA"	9,128	12th Oct.	Marseilles and London.
*"KIDDERPORE"	5,334	23rd Oct.	Straits, Colombo & Bombay
†"KALYAN"	9,144	26th Oct.	Marseilles and London.
*"NAGPORE"	5,283	2nd Nov.	Mars., L'don., Hull, A'werp, R'dm. &
"MACEDONIA"	11,120	9th Nov.	Bombay, Mars. & L'don [H'bg.
†"KASHGAR"	9,005	23rd Nov.	Marseilles and London.
*"BELTANA"	—	30th Nov.	Mars., L'don., Hull, A'werp, R'dm.
"RAWALPINDI"	16,619	7th Dec.	B'bay., Mars. & L'don. [& H'bg.
"MALWA"	10,980	21st Dec.	Marseilles and London.
"KHYBER"	9,114	28th Dec.	Mars., L'don., Hull, A'werp, R'dm.
"RAJPUTANA"	16,568	4th Jan., 1930	B'bay., Mars. & L'don. [& H'bg.
"KASHMIR"	8,985	18th Jan., "	Marseilles, London and Hull
"MANTUA"	10,946	1st Feb., "	Bombay, Marseilles and London.
"KARMALA"	9,128	15th Feb., "	Marseilles, London and Hull.
"MACEDONIA"	11,120	1st Mar., "	Marseilles and London.
"KALYAN"	9,144	15th Mar., "	Marseilles, London and Hull.

* Cargo only. † Calls Casablanca.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA—APCAR SAILINGS

"TALAMBA"	8,018	4th Aug. p.m.	Singapore, Penang & Calcutta
"TAKLIWA"	7,936	11th Aug.	do.
"TALMA"	10,000	27th Aug.	do.
"DALGOMA"	5,953	4th Sept.	do.
"TAKADA"	6,949	5th Sept.	do.
"TILAWA"	10,006	4th Oct.	do.
"TALAMBA"	8,018	8th Oct.	do.

R.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

*"ARAFURA"	6,000	2nd Aug., 4 p.m.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"TANDA"	6,956	30th Aug.	
"ST. ALBANS"	4,500	4th Oct.	
"ARAFURA"	6,000	1st Nov.	
"TANDA"	6,956	29th Nov.	

* Calls Port Holland.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia
The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambugan, Tawao, Timor, Darwin, or other ports en route as inducement offers.
Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"KASHMIR"	8,985	2nd Aug.	S'hai., Moji, Kobe & Yokohama.
"TALMA"	10,000	3rd Aug., D.L.	Amoy, Moji, Kobe, Yoko. & Osaka.
"TANDA"	6,956	6th Aug.	Moji, Kobe, Osaka & Yokahama.
"DALGOMA"	5,953	10th Aug.	Moji, Kobe & Osaka.
*"SHEAF. MOUNT"	—	12th Aug.	S'hai., Moji, Kobe & Yokohama.
"MOREA"	10,953	15th Aug.	S'hai., Moji, Kobe & Yokohama
"TAKADA"	6,949	16th Aug.	Amoy, Moji, Kobe & Osaka.
*"GARBETA"	5,327	20th Aug.	Moji, Kobe & Osaka.
"KARMALA"	9,128	30th Aug.	S'hai., Moji, Kobe & Yokohama.
*"NAGPORE"	5,283	1st Sept.	do.
*"MIRZAPORE"	6,715	2nd Sept.	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,500	10th Sept.	Moji, Kobe, Osaka & Yokohama.
*"ALIPORE"	5,273	11th Sept.	Shanghai, Moji & Kobe.
"MANTUA"	10,946	13th Sept.	Shanghai.
*"KIDDERPORE"	5,334	25th Sept.	Shanghai, Moji & Kobe.
"KALYAN"	9,144	27th Sept.	S'hai., Moji, Kobe & Y'hama.
*"NELLORE"	6,853	29th Sept.	do.
"DELTA"	8,097	7th Oct.	do.
"ARAFURA"	6,000	8th Oct.	Moji, Kobe, Osaka & Yokohama.
"MACEDONIA"	11,120	12th Oct.	S'hai., Moji, Kobe & Yokohama.
*"BELTANA"	—	19th Oct.	do.
"KASHGAR"	9,005	26th Oct.	do.
"TANDA"	6,956	5th Nov.	Moji, Kobe, Osaka & Yokohama
*"LAHORE"	5,304	9th Nov.	S'hai., Moji, Kobe & Yokohama.
"RAWALPINDI"	16,619	9th Nov.	S'hai., Kobe & Yokohama.
"KHYBER"	9,114	21st Nov.	S'hai., Moji, Kobe & Yokohama.
"MALWA"	10,980	23rd Nov.	do.
*"JEYPORE"	5,318	1st Dec.	do.
"RAJPUTANA"	16,568	7th Dec.	S'hai., Kobe & Yokohama.
"KASHMIR"	8,985	21st Dec.	S'hai., Moji, Kobe & Yokohama.
"MANTUA"	10,946	3rd Jan., 1930	do.
"KARMALA"	9,128	17th Jan., "	do.
"MACEDONIA"	11,120	31st Jan., "	do.
"KALYAN"	9,144	14th Feb., "	do.
"RAWALPINDI"	16,619	28th Feb., "	S'hai., Kobe & Yokohama.
"MALWA"	10,980	14th Mar., "	S'hai., Moji, Kobe & Y'hama.
"RAJPUTANA"	16,568	27th Mar., "	S'hai., Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—
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THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS LOADING DIRECT FOR ROTTERDAM, AMSTERDAM, HAMBURG, AND SCANDINAVIA.

		Loading about
* m.v.	"NAGARA"	15th Aug.
† m.v.	"AGRA"	2nd Sept.
s.s.	"SUMATRA"	12th Oct.

* Also loading direct for Trieste and Marseilles.
† Also loading direct for Trieste.

SHANGHAI, JAPAN PORTS AND VLADIVOSTOCK.

		Loading about
s.s.	"SUMATRA"	2nd Sept.

For further particulars, apply to the Agents—
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POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Due
Swatow & Amoy	*Cremer*	31st July
Shanghai & Swatow	*Szechuen*	31st July
Japan	*Arafura*	31st July
Shanghai & Amoy	*Kanchow*	1st Aug.
Straits	*Talma*	1st Aug.
Amoy	*Talamba*	1st Aug.
Europe via Suez (Letters & papers, London, 4th July & parcels 27th June)	*Kashmir*	1st Aug.
U.S.A. (Seattle 13th July), Canada, Japan & Shanghai	*Pres. Lincoln*	2nd Aug.
Manila	*Pres. Grant*	5th Aug.
Australia & Manila	*Tanda*	5th Aug.
Shanghai	*Patroclus*	6th Aug.
Canada (Victoria, B.C. 25th July), U.S.A., Japan & Shanghai	*Emp. of Russia*	12th Au.

OUTWARD MAILS.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For	Per	Date & Time
		Wednesday, 31st,
Hoihow	*Kweiyang*	8.30 A.M.
Swatow and Amoy	*Hong Peng*	9.30 A.M.
Straits and Calcutta	*Kutsang*	Parcels Noon; Letters 1.00 P.M.
Swatow	*Sunning*	12.30 P.M.
Samshui and Wuchow	*Tai Hing*	4.30 P.M.
Manila	*Texas*	5.00 P.M.
Shanghai	*Glengarry*	Reg. 5.00 P.M.; Letters 6.00 P.M.
Amoy & Japan	*Yuensang*	5.00 P.M.
		—AUGUST— Thursday, 1st,
Straits	*Cremer*	10.00 A.M.
Amoy & Formosa via Swatow	*Deli Maru*	10.30 A.M.
Japan & *Victoria, B.C.—due Victoria, B.C., 27th Aug.	*Ixion*	10.30 A.M.
Manila	*Ninghai*	12.30 P.M.
Swatow	*Hydrangea*	2.30 P.M.
Macao	*Sui An*	3.15 P.M.
Amoy	*Yingchow*	3.30 P.M.
		Friday, 2nd,
Manila, Sandakan, Australia & New Zealand via Thursday Island—due Thursday Island, 17th August	*Arafura*	Par. Noon; Reg. 1.45 P.M.; Letters 2.30 P.M.
Swatow, Amoy and Foochow	*Haiyang*	1.00 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles—due Marseilles, 1st Sept.	*Khyber*	*Kowloon P.O.* Par. 2nd, 4.30 P.M.; Reg., 3rd, 9.00 A.M.; Letters 10.00 A.M.; *G.P.O.* Par., 2nd, 5.00 P.M.; Reg., 3rd 9.45 A.M.; Letters 10.30 A.M.
		Saturday, 3rd.
Manila	*Pres. Lincoln*	4.30 P.M.
		Sunday, 4th,
Sandakan	*Mausang*	8.30 A.M.
Swatow, Amoy & Formosa	*Canton Maru*	9.00 A.M.
		Monday, 5th,
Shanghai, Japan, Canada, U.S.A., C. & S. America & *Europe via Victoria, B.C.—due Victoria, B.C., 26th Aug.	*Pres. Grant*	Parcels 5.00 P.M.; Reg. 5.00 P.M.; Let. 6th, 8.30 A.M.
		Tuesday, 6th,
Swatow, Amoy and Foochow	*Haiching*	1.00 P.M.
Straits, Ceylon, India, Mauritius, East & South Africa, Egypt & EUROPE via Marseilles—due Marseilles, 4th Sept.	*Patroclus*	*Kowloon P.O.* Reg. 4.30 P.M.; Letters 4.30 P.M.; *G.P.O.* Reg. 5.00 P.M.; Letters 6.00 P.M.
		Wednesday, 7th,
Swatow	*Hangsang*	10.30 A.M.

* Superscribed correspondence only.

LONDON SERVICE.
*"PATROCLUS" 7th Aug., Mars., L'don., R'dam. & Glasgow.
"ACHILLES" 20th Aug., Mars., L'don., R'dam. & Hamburg.
"ANTENOR" 4th Sept., Mars., L'don., R'dam. & Glasgow.

LIVERPOOL SERVICE.
"AGAPENOR" 20th Aug., Tripoli, Genoa, Havre, Liverpool & Glasgow.
"PROTESILAUS" 14th Sept., Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE.
(via KOBE & YOKOHAMA)
"IXION" 1st Aug., Victoria, Vancouver & Seattle.
"TYNDAREUS" 24th Aug., Victoria, Vancouver & Seattle.

NEW YORK SERVICE.
"ADRASTUS" 4th Aug., New York, Boston & Baltimore.
"PHEMIUS" 2nd Sept., New York, Boston & Baltimore.

INWARD SERVICE.
"MERIONES" Due 3rd Aug., For Shanghai & Hankow.
"EURYLOCHUS" Due 9th Aug., For S'hai, Kobe & Yokohama.
"MENELAUS" Due 15th Aug., For S'hai, Kobe & Yokohama.

PASSENGER SERVICE.
*"PATROCLUS" 7th Aug., Singapore, Marseilles & London.
"ANTENOR" 4th Sept., Singapore, Marseilles & London.
* Sails at Daylight.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates, and information apply to:—

Butterfield & Swire,
Agents. [6

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital $50,000,000
Issued & Fully Paid-up...$20,000,000
Reserve Funds:—
Sterling £6,000,000
Silver $14,000,000

Reserve Liability of Proprietors $20,000,000

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B. Lander Lewis, Esq. J. P. Warren, Esq.

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BRANCHES:—

Amoy	Iloilo	Penang
Bangkok	Ipoh	Rangoon
Batavia	Johore	Saigon
Bombay	Kobe	San Francisco
Calcutta	Kowloon	
Canton	Kuala Lumpur	Shanghai
Chefoo		Singapore
Colombo	London	Sourabaya
Dairen	Lyons	Sungei Patani
Foochow	Malacca	
Haiphong	Manila	Tientsin
Hamburg	Mukden	Tokyo
Hankow	Nagasaki	Tsingtao
Harbin	New York	Yokohama
Hongkew	Peping	

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and STERLING on terms on which will be quoted on application.

Hong Kong, 17th Apr., 1929. [26

HONG KONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONG KONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

For the HONG KONG & SHANGHAI BANKING CORPORATION,
A. C. HYNES,
Chief Manager.

Hong Kong, 13th Sept., 1927. [2

EQUITABLE EASTERN BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS
U.S. $4,000,000.00

HEAD OFFICE:
37, WALL STREET,
NEW YORK.

An American Bank offering complete Foreign Banking Service in the principal Markets of the world.

Interest Allowed on all Deposits.
Rates on Application.

A Subsidiary of
THE EQUITABLE TRUST COMPANY OF NEW YORK.
Total Resources in excess of U.S. $900,000,000.00.

D. M. BIGGAR,
28] Manager,

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ, N.V.

(NETHERLANDS TRADING SOCIETY.)

BANKERS

Established 1824.

HONG KONG OFFICE: 11, QUEEN'S ROAD, CENTRAL.

Authorised Capital Gldrs. 150,000,000- (£12,500,000.)
Paid-Up Capital...Gldrs. 80,000,000- (£6,666,667.)
Reserve Fund........Gldrs. 40,000,000- (£3,333,333.)

Head Office:—Amsterdam.*
Eastern Head Office:—Batavia.

BRANCHES:—Bandjermasin, Bandoeng*, Bombay, Calcutta, Cheribon, Djember, Djokjakarta*, The Hague*, Jiddah, Kobe, Kota-Radja, Makassar, Medan, Padang, Palembang, Pekalongan, Penang, Pontianak, Rangoon, Rotterdam*, Samarang*, Shanghai, Sibolga (Sumatra), Singapore, Soerabaia, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden*.

*These offices have Safe Deposit Boxes To Let.

London Bankers:—
National Provincial Bank, Ltd.

Correspondents all over the world. Banking Business of every description transacted.

P. M. ELBERG,
Manager.

Hong Kong, 27th May, 1929. [34

THE BANK OF CANTON, LTD.

HEAD OFFICE: HONG KONG.

Hong Kong Currency.
AUTHORIZED CAPITAL..$11,000,000
PAID-UP CAPITAL 8,664,200
RESERVE FUND 850,000

Branches:—
CANTON, SHANGHAI, HANKOW, SWATOW, BANGKOK, NEW YORK and SAN FRANCISCO.

London Bankers:—
THE LLOYDS BANK, LTD.

Correspondents
In all Principal Cities of the World.

Foreign Exchange and Banking Business of every description transacted.

Safe Deposit Boxes (various sizes) at a Yearly Rental of from $5 to $40.

LOOK POONG SHAN,
37] Manager.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital £3,000,000
Reserve Fund £4,000,000
Reserve Liability of Proprietors £3,000,000

AGENCIES & BRANCHES:

ALOR STAR (Malay States)	HONG KONG	TONGKAH (Bhuket)
AMRITSAR	ILOILO	
BANGKOK	IPOH	RANGOON
BATAVIA	KARACHI	SAIGON
BOMBAY	KLANG	SEMARANG
CALCUTTA	KOBE	SEREMBAN
CANTON	KUALA KANGSAR	SHANGHAI
CAWNPORE	KUALA LUMPUR	SINGAPORE
CEBU		SOURABAYA
COLOMBO	KUCHING	TAIPING (F.M.S.)
DAIREN	MADRAS	TAVOY
DELHI	MANILA	TIENTSIN
HAIPHONG	MEDAN	TOKYO
HAMBURG	NEW YORK	TSINGTAO
HANKOW	PEPING	YOKOHAMA
HARBIN (North Manchuria)	PENANG	ZAMBOANGA (Philippine Islands).
	PESHAWAR	

FOREIGN EXCHANGE and General Banking Business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.

Hong Kong, 9th Jan., 1929. [30

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE

(Incorporated in France).
Prince's Building, Chater Road, Victoria, Hong Kong.

HEAD OFFICE:
74, Rue St. Lazare, Paris.

Frs.
Capital, fully paid-up ... 50,000,000
Special Working Capital 50,000,000
Reserves 22,319,000

BRANCHES:

Paris	Lyons	Marseilles
Saigon	Haiphong	Hanoi
Tourane	Quinhon	Hue
Thanh-hoa	Vinh	Pnom Penh
Peping	Shanghai	Tientsin
	Hong Kong	

BANKERS:
France: Société Générale, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.
London: Midland Bank, Ltd.
New York: American Exchange Irving Trust Co., Banca Commerciale Italiana.
San Francisco: Bank of Italy.

Every description of Banking and Exchange Business transacted. Correspondents throughout the World.

A. ROLLIN,
Manager.

Hong Kong, 1st July, 1929.

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:—
15, Gracechurch Street, London, E.C. 3.

Authorized Capital £3,000,000
Subscribed Capital £1,800,000
Paid-up Capital £1,050,000
Reserve Fund and Rest ...£1,612,047

BANKERS:
THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES:

Bangkok	Ipoh	New York
Batavia	Kandy	Penang
Bombay	Karachi	Port Louis (Mauritius)
Calcutta	Kota Bharu	
Colombo	Kuala Lumpur	Rangoon
Delhi		Shanghai
Galle	Kuantan (Pahang)	Simla
Hong Kong		Singapore
Howrah	Madras	Sourabaya

HONG KONG BRANCHES:
Every description of Banking and Exchange Business transacted.

INTEREST allowed on Current Accounts and Fixed Deposits at Rates that may be ascertained on application.

C. L. C. SANDES, Manager.
7, Queen's Road Central.
Hong Kong, 12th April, 1929. [29

THE BANK OF CHINA.

行銀國中

(Special authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

AUTHORIZED CAPITAL... $60,000,000.00
PAID-UP CAPITAL 19,760,200.00
RESERVE FUND 9,864,398.69

Head Office:—PEPING.
Hong Kong Branch:—4, QUEEN'S ROAD CENTRAL.

Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—THE GUARANTY TRUST CO. OF NEW YORK, THE NATIONAL PROVINCIAL BANK, LTD.

New York Bankers:—THE EQUITABLE EASTERN BANKING CORPORATION, THE IRVING BANK-COLUMBIA TRUST CO.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on Approved Securities.

Special facilities for domestic exchange.

SHOU J. CHEN,
Manager.

Hong Kong, 20th June, 1927. [38

BANQUE DE L'INDO-CHINE.

Head Office:
96, Boulevard Haussmann, Paris.

Subscribed Capital Frs.72,000,000.00
Paid-up Capital ... Frs.68,400,000.00
Reserve Fund Frs.102,000,000.00

BRANCHES:

Bangkok	Hong Kong	Quinhon
Battambang	Hue	Saigon
Cantho	Mengtsz	Shanghai
Canton	Nam-Dinh	Singapore
Djibouti	Noumea	Thanhoa
Fort Bayard	Papeete	Tientsin
Haiphong	Peping	Tourane
Hankow	Pnom-Penh	Vinh
Hanoi	Pondicherry	Yunnanfu

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale
IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trusty Co., of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted.

Safe Deposit Boxes to let.

A. LECOT,
Manager.

Hong Kong, 2nd May, 1929. [32

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid up Yen 100,000,000
Reserve Fund ....Yen 105,500,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES AT:

Alexandria	Honolulu	Rangoon
Batavia	Kai Yuen	Saigon
Bombay	Karachi	Soerabaya
Buenos Ayres	Kobe	San Francisco
	London	
Calcutta	Lyons	Seattle
Canton	Los Angeles	Semarang
Changchun	Manila	Shanghai
Dairen (Dalny)	Nagasaki	Singapore
	Nagoya	Shimonoseki
Fengtien (Mukden)	Newchwang	Sydney
	New York	Tientsin
Hamburg	Osaka	Tokyo
Hankow	Peping	Tsinanfu
Harbin	Rio de Janeiro	Tsingtao
Hong Kong		
Vladivostock (Temporarily closed).		

Interest allowed on Current Accounts.

Deposits received for Fixed Periods at rates to be obtained on application.

H. MORI, Manager.
Hong Kong, 11th Mar., 1929. [35

P. & O. BANKING CORPORATION, LIMITED.

PAID UP CAPITAL £2,594,166
RESERVE FUND £160,000

HEAD OFFICE:
122, Leadenhall Street, London, E.C. 3.

The Corporation undertakes General Banking and Exchange Business of every description, and Savings Bank Business, and in addition to its Branches has Agencies in all the principal towns of the World.

C. CHAMPKIN, Manager.
Prince's Building Chater Road,
36] Hong Kong.

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EXCHANGE.

CLOSING QUOTATIONS.

July 30, 1929.

ON LONDON.—
Telegraphic Transfer... 1/11⅛
Bank Bills, on demand 1/11 3/16
Bank Bills, at 30 days' sight .... —
Bank Bills, at 4 months' sight 1/11⅜
Credits, at 4 months' sight 2/-⅛
Documentary Bills, 4 months' sight 2/-¼

ON PARIS.—
Bank Bills, on demand 1197½
Credits, 4 months' sight 1272½

ON NEW YORK.—
Bank Bills, on demand 46⅞
Credits, at 60 days' sight 48½

ON BOMBAY.—
Telegraphic Transfer / Bank Bills, on demand 129½

ON CALCUTTA.—
Telegraphic Transfer / Bank Bills, on demand 129½

ON SHANGHAI.—
Bank Bills, at sight ... 82¼
Private, 30 days' sight —

ON YOKOHAMA.—
On demand 100⅞

ON MANILA.—On demand... 94

ON SINGAPORE.—
On demand 83½

ON BATAVIA.—On demand... 116½

ON HAIPHONG.—
On demand .... —

ON SAIGON.—On demand... nom.

ON BANGKOK.—
On demand 90½

SOVEREIGN, Bank's Buying rate 10.00

GOLD LEAF, 100 fine, per tael .... —

BAR SILVER, per oz. 24⅛

American Express Travelers Cheques

Definition of TRAVELLERS' CHEQUES—
"The system of Travellers' Cheques was originated in 1891 by the American Express Company with the object of creating a form of travel currency which would give the holder the security of a letter of credit and at the same time the convenience of local currency. The Company registered the cheques under the trade name of 'AMERICAN EXPRESS TRAVELERS' CHEQUES' the word 'Travellers' being spelled with one "l". The advantage of the Cheques was so apparent that other banking institutions adopted the system."

Quoted from Pitman's Dictionary of Banking by Wm. Thomson.

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